



Planning and Highways Committee

Date: Thursday, 13 February 2020
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, Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan, Riasat, Watson and White

Agenda

1. Urgent Business

To consider any items which the Chair has agreed to have submitted as urgent.

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 16 January 2020.

7 - 16

5. 124820/FO/2019 - Land to the north east of Enterprise Way bounded by Roxholme Walk and Dentdale Walk and the rear of Lincombe Road and Felskirk Road to the north, Manchester M22 1PU Woodhouse Park Ward

17 – 50
**Woodhouse
Park Ward**

The report of the Director of Planning, Building Control and Licensing is enclosed.

A site visit will take place prior to the Committee meeting. Members of the Committee will be advised of the arrangements.

6. 125474/FO/2019 - Land Adjacent to Mayton Street, Manchester, M11 2AN - Clayton & Openshaw Ward

51 – 92
**Clayton &
Openshaw
Ward**

The report of the Director of Planning, Building Control and Licensing is enclosed.

7. 124972/FO/2019 and 125248/FO/2019 - Land bounded by Mayfield Depot Building, Hoyle Street, Mancunian Way (A635), Baring Street, Buxton Street and Berry Street (inclusive) and McDonald Hotel along with associated roads and junctions and land adjacent to Mancunian Way (Former Mayfield Goods Yard), Baring Street Office 2, Manchester, M1 2AD - Piccadilly Ward

93 – 236
**Piccadilly
Ward**

The report of the Director of Planning, Building Control and Licensing is enclosed.

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| 8. | 124302/FO/2019 - Land bounded by Chester Road, Hulme Hall Road and Ellesmere Street, Manchester, M15 4JY - Hulme Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 237 – 286
Hulme Ward |
| 9. | 125654/FO/2019 - Former Church Inn, 84 Cambridge Street, Manchester, M15 6BP - Hulme Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 287 – 334
Hulme Ward |
| 10. | 117960/FO/2017 - High Elms, Upper Park Road, Manchester, M14 5RU - Rusholme Ward
The Report of the Director of Planning, Building Control and Licensing is enclosed. | 335 – 372
Rusholme Ward |
| 11. | 117961/LO/2017 - High Elms, Upper Park Road, Manchester, M14 5RU - Rusholme Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 373 – 392
Rusholme Ward |
| 12. | 123188/FO/2019 - Xaverian College Lower Park Road Manchester M14 5RB - Rusholme Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 393 – 420
Rusholme Ward |
| 13. | 125186/FO/2019 - Riverside Lodge, 208 Palatine Road, Manchester, M20 2WF - Didsbury West Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 421 – 446
Didsbury West Ward |
| 14. | 125299/FO/2019 - Hologic (Warehouse Building), Crewe Road, Manchester, M23 9HZ - Brooklands Ward
The report of the Director of Planning, Building Control and Licensing is enclosed. | 447 – 472
Brooklands Ward |

Meeting Procedure

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

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

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

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

Andrew Woods
Tel: 0161 234 3011
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This agenda was issued on **Wednesday, 5 February 2020** by the Governance and Scrutiny Support Unit, Manchester City Council, Level 3, Town Hall Extension (Lloyd Street Elevation), Manchester M60 2LA

Planning and Highways Committee

Minutes of the meeting held on Thursday, 16 January 2020

Present: Councillor Curley (Chair)

Councillors: Nasrin Ali, Shaukat Ali Andrews, Y Dar, Davies, Flanagan, Hitchen, Kamal, J Lovecy, Lyons, Madeleine Monaghan Riasat, Watson and White

Also in attendance: Councillors Newman and Wheeler

PH/20/01 Supplementary Information on Applications Being Considered

A copy of the late representations that were received in respect of applications, since the agenda was issued, was circulated.

Decision

To receive and note the late representations.

PH/19/02 Minutes

Decision

To approve the minutes of the meeting held on 19 December 2019 as a correct record.

PH/20/03 124820/FO/2019 - Land to the North East of Enterprise Way bounded by Roxholme Walk and Dentdale Walk and the Rear of Lincombe Road and Felskirk Road to the North, Manchester, M22 1PU

The committee considered a request for a site visit in view of a question raised about the proposed use of the site in relation to job creation and potential green issues.

Decision

To defer consideration of the matter to allow a site visit to be carried out by the members of the Committee.

PH/20/04 121099/FO/2018 - Land at Portugal Street East Manchester M1 2WX

The application submitted relates to the construction of two residential buildings (Use Class C3) comprising Block one (29 storeys) (224 apartments (four x one bed one person, fifty two x one bed two person, sixty four x two bed three person and one hundred and four x two bed four person) 25% one bed and 75% two bed) Block two

(twenty three storeys) (264 apartments forty four x one bed one person, forty four x one bed two person, ninety two x two bed three person and eighty four x two bed four person) (33% one bed and 67% two bed) with a linked central podium, to deliver four hundred and eighty eight units, shared amenity space, twenty seven car parking spaces, four hundred and ninety two cycle spaces, landscaping (including new public park), lighting, highways and associated works following demolition of existing buildings and structures.

The application was deferred at the meeting of the Planning and Highways Committee on 19 December 2019 for a site visit which, took place prior to the meeting.

The application relates to a 0.88 hectares site bounded by Adair Street, Portugal Street East, the Piccadilly – Ashton-under-Lyne Metrolink line / Fair Street, Longacre Street and warehousing situated between Longacre Street and Heyrod Street.

The planning officer did not add anything further to the report submitted.

Councillor Wheeler addressed the Committee in his capacity as ward Councillor (Piccadilly). Reference was made to the size and cost of the proposed development (488 units) which did not include affordable housing, a social housing contribution or S106 contribution. Councillor Wheeler stated that this was unacceptable and the applicant is asked to reconsider the level of contribution.

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

The Planning Officer reported with reference to affordable housing, the figures relating to this are provided in the report submitted and have been tested through an external independent organisation and verified by internal advisors and are consistent with other figures produced for the city centre. There is a clawback mechanism within the S106 agreement which will be retested at an agreed phase of the development process to check if there has been an uplift in incomes. The Committee was informed that the purchase of land to be used for public realm purposes had impacted on the profitability of the development and ability of the developer to contribute to affordable housing.

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

A member referred to the planting arrangements for trees as part of the development and asked if these would involve planting on the street or in planters and what the maintenance arrangements would be. Officers were also asked what similar scale buildings were in the vicinity of the development site.

The Planning Officer reported that any planting of trees would be in the ground and not in planters. Check would need to be made on underground services before planting to prevent damage from digging and roots. The maintenance of public realm element of the development will be under the responsibility of the Portugal Street Partnership, which the Council is a stakeholder. A resident's service charge will include the maintenance cost for the public realm area and no public funding will be

used. The Committee was informed that the Oxygen building is within the vicinity of the development and is a similar height and scale (thirty-four storeys) to the proposed development.

A member referred to the allocation of three disabled parking spaces in the development of the twenty-seven spaces and asked planning officer why the allocated number was only three in view of the potential number of residents and visitors to the development that may have a disability and require a parking space.

The planning officer reported that the development is located within the city centre and is close to other sustainable transport links. The figure of three parking spaces is proportionate to the twenty-seven spaces allocated. Additional parking needs could be met off-site. Condition 26 of the application requires a parking management strategy for residents to be approved by the Council as Local Planning Authority. An additional Condition could be added to the application to increase the number of disabled parking places that would reduce the overall number of parking spaces due to the additional space required for a disabled parking space.

A member made reference to the age friendly benches in Whalley Range and commended their use within the public realm area of the development.

Decision

The Committee were Minded to Approve the application, subject to:

- A legal agreement in respect of reconciliation payment of a financial contribution towards off site affordable housing.
- The inclusion of an additional Planning Condition requiring the increase in the number of disabled parking spaces to 50% of the spaces proposed.

PH/20/05 121467/FO/2018 - Land Bounded by Adair Street, Portugal Street East, Longacre Street and Great Ancoats Street, Manchester M1 2WX

The application submitted is for the phased demolition of existing buildings including those marked within Plots A to E of the report and delivery of public realm (including hard and soft landscaping, tree planting and street furniture), including a public square, highways improvements and associated works.

The application was deferred at the meeting of the Planning and Highways Committee on 19 December 2019 for a site visit which took place prior to the meeting.

The proposal relates to the land within the Portugal Street East (PSE) SRF boundary roughly bounded by Adair Street, Portugal Street East, the Piccadilly – Ashton under-Lyne Metrolink line and Longacre Street and Great Ancoats Street (0.91 hectares). The site comprises a mix of highway land and hardstanding with car parking and service areas and buildings which include a single storey building close to the junction of Norton Street and Epworth Street, a complex of buildings occupied by the GMB Group, one and two storey buildings adjacent on Heyrod Street opposite

Rammon House, Victoria Buildings on Great Ancoats Street and a two storey complex on Heyrod Street adjacent to Rammon House.

The planning officer did not add anything further to the report submitted.

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

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

A member referred to the application and asked for further explanation on the reference made to HS2 and the impact on the development site.

The planning officer reported that an area of the development land falls within a HS2 safeguarding zone and is identified as 'land potentially required during construction' and for provision of the Manchester Piccadilly High Speed Station multi-storey car park to the north of the new HS2 Station located at Travis Street.

Decision

The Committee approve the application, subject to the conditions and reasons set out in the report submitted

PH/20/06 125552/VO/2019 & 125553/LO/2019 - Town Hall Albert Square Manchester M2 5DB

The application was for a City Council Development restoration and refurbishment of Manchester Town Hall to facilitate its continued use as the primary civic building in Manchester, incorporating Council offices, civic spaces, Coroner's Courts and accommodation, state rooms and back-of-house support functions, together with ancillary functions, including events, visitor tours, cafe, visitor space and retail area (Sui Generis Use); works to include: revised entrance arrangements including new slopes to Albert Square and Cooper Street entrances; upgrade of catering facilities; roof works; new services, plant and equipment; installation of new building lighting; and associated works. An application for Listed Building Consent for external and internal restoration, refurbishment and alteration works to the Grade I Listed Town Hall building, together with installation of new building lighting was also submitted.

This proposal is one of two related applications that have been submitted in relation to the public realm and the Town Hall.

The works to the Town Hall is based upon eight core principles:

1. To secure the long-term future of the Town Hall, its civic role and its external setting.
2. To retain and enhance as a functioning and efficient Town Hall.
3. To restore and celebrate this significant heritage asset
4. To enhance the use of the building, as a visitor destination and increase access to Mancunians.

5. To transform users' and visitors' experiences.
6. To reduce carbon footprint and energy costs.
7. To maximise the commercial opportunities and offset costs to the public purse.
8. To deliver economic and social value for Manchester.

One of the main objectives of the Hall Project is to refurbish and restore the listed building back to its former glory and bring it back into functional civic uses.

The aim is to ensure the project has the maximum positive impact for Manchester residents and businesses and delivers a real legacy of direct and supply-chain jobs and helps those working on the project to gain skills and experience that they can build on and use throughout their careers, as well as inspiring others.

Design development has been informed by intrusive and due diligence surveys to fully understand the condition of the building and the public realm, including the condition of hard landscaping, trees and the location of utilities' routes.

The construction phase is scheduled to take place between 2019 and 2024 and would commence with works in the building and courtyard, which were granted planning permission and listed building consent in 2019.

The Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further observations and modifications to conditions. Following this, two further representations were received. One representation referred to the closure of access to traffic and concerns about the creation of "no go" zones for lone pedestrians and cyclists in the city centre and danger to pedestrians from cyclists. The other representation referred to the Disabled Peoples Access Group concerns regarding a lack of consultation and that it only been informed recently about the proposal and would welcome an opportunity to provide views and comments on the development. In response to this the Committee was informed an access group representing various stakeholders, including disability representation and elected members, had been involved throughout the design process. The issues raised have been addressed in the application submitted.

No objectors were in attendance.

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

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

Members referred to the large amount of information contained within the late representations submission providing limited time for members to read and understand the document. Reference was made to the potential impact of the development on the surrounding residents and businesses and the planning officer was requested for an assurance that local consultation would continue as part of the Construction Management Plan. A member stated that council members felt left out

of the consultation process and would welcome the opportunity to visit the site to better visualise and understand what is proposed and question the Design Team.

The Planning Officer reported that there had been a number of revisions to the planning conditions which are very detailed and this had contributed the late circulation of the late representations document. The Construction Management Plan included regular scheduled meetings involving all stakeholders. The Planning Officer offered to arrange for members of the committee to visit and view the Town Hall building to provide an opportunity to speak to the Design Team on the proposals and ask questions.

A member referred to the late receipt of the late representations and stated that the committee must be confident that the decision taken on the application is made with all the information available and a good understanding of the proposals. In view of the scale and importance of the of the development it was proposed the approval of the application be subject to a condition for to a visit be arranged for committee Members within a month of making the decision for the committee to view the building and raise any concerns for the design team to implement. This was seconded.

The Director of Planning reported that it is not possible for the Committee to add a condition requiring the Committee's concerns raised as part of a visit to be implemented after making a decision to approve the application. The Committee's decision is based on the information contained within the report and the late representations submitted and officer input. The Director of Planning suggested that in view of the discussion, the committee could decide to make a visit and request that any comments or concerns are noted by the Director of Planning and reported to the Design Team.

The committee supported the request to arrange a visit for members of the committee to the Town Hall. Members also sought assurance that any comments would be relayed back to the Design Team and supported a proposal for the Director of Planning to be delegated authority, in consultation with the Chair, to record any concerns raised and to report them to the Design Team.

Decisions

1. To approve the application, subject to the conditions and reasons set out in the report and the Late Representations submitted
2. That arrangements are made for members of the Planning and Highways Committee to visit the Town Hall Building and for the Director of Planning to be delegated authority, in consultation with the Chair, to record any comments and to report them to the Design Team.

(Councillor S Ali left the meeting during consideration of the application and did not return to the meeting.)

PH/20/07 124918/VO/2019 - Albert Square Manchester M2 4JW

The application was for a City Council Development for the refurbishment and expansion of Albert Square public realm, including its continued use for temporary events and activities throughout the year; works to include: the installation of a new surface water drainage scheme, removal of existing trees and replacement tree planting and soft landscaping; installation of new lighting columns, wayfinding signage and street furniture; creation of new sloped access to the Town Hall entrances; highways and servicing access works, and associated works.

This proposal is one of two related applications that have been submitted in relation to the public realm and the Town Hall.

The Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further observations and modifications to conditions. Concern had been expressed by the Disabled Peoples Access Group and residents regarding the lack of consultation and engagement with scheme and sought reconsideration of some parts of the application. It was reported that the Design Team will continue to engage with stakeholder panels as the scheme progresses.

No objectors were in attendance.

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

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

A member commended the use of age friendly public benches in the public realm area of Albert Square and the siting of female statue/monument. Reference was made to the drainage arrangements and if these would help sustain the green areas proposed. Also, would safety barriers be included in the design.

The Planning Officer stated that there were no proposals to site any statues in Albert Square but the comments made would be passed to the Design Team. The drainage system had been designed to help to sustain the green area and the provide safety features to prevent access by vehicles. Conditions for this have been included in the application.

A member referred to the sustainability of business resulting from the application, arrangements for the proposed road closure, safety of pedestrians, emergency access and relocation of the taxi rank in Albert Square to Central Street and Clarence Street.

The Committee was informed that there would be a road closure process involving a separate consultation process involved. The safety of pedestrians in Albert Square has been considered involving lighting and CCTV and it will secure accreditation through Secure by Design. The relocation of the taxi rank will be for a twelve-month interim period and will then be considered as part of the review of taxi ranks in the City Centre. This will be considered by the Licensing Committee.

A member requested that a condition be added to require arrangements to be made for a visit for members of the Planning and Highways Committee to Albert Square to

allow members to visualise the proposals either through viewing the areas concerned or through drawings or digital images and for the Director of Planning to be delegated authority, in consultation with the Chair, to record any concerns raised and to report concerns to the Design Team.

A member requested explanation of the concerns received from the Guide Dogs for the Blind Association on the application. Concern was also expressed on the design features of the proposal, in particular, the combination of existing heritage features such as statues with modern designs and if this would be appropriate. Reference was also made to the height of the lighting totems and the wider consultation process that has helped to produce the final proposal.

The Planning Officer reported that the Association had raised issues regarding the vulnerability of blind people using Albert Square regarding the layout, hazards and cyclists. The Association had been invited to consultation meetings but no representatives had attended. Conditions have been included to address the concerns that were made. The heritage statues in Albert Square are listed and removing them would involve a lengthy process. The height of the lighting totems was proposed because they provide more light over the square. The Committee was informed that there has been a lengthy and broad process of consultation which has helped to inform the proposals taking in elements from across the range of responses to ensure the features are acceptable and appropriate to reflect the importance of the location.

Decisions

1. To approve the application, subject to the conditions and reasons set out in the report and the Late Representations submitted:
2. That arrangements be made for a visit for members of the Planning and Highways Committee to Albert Square and for the Director of Planning to be delegated authority, in consultation with the Chair, to record any comments and to report the comments to the Design Team.

PH/20/08 124888/FO/2019 - Land Bounded by Addington Street, Marshall Street, Cross Keys Street And Chadderton Street, Manchester M4 4RJ

The application was for the erection of a six to nine storey residential building (Use Class C3) comprising eighty dwellings including nine townhouses and seventy-one apartments with resident's lounge, refuse, plant, new substation, cycle storage, an internal landscaped courtyard and improvements to the adjacent footways on Marshall Street, Chadderton Street, Addington Street and Cross Keys Street and other associated works following removal of existing car park.

The application was considered by the Planning and Highways Committee on 19 December 2020. The Committee was minded to refuse the application and requested officers bring back a report which addressed concerns relating to the affordable housing contribution. The application proposed a commuted sum of £220,000 towards offsite affordable housing. The detailed viability report submitted

with the application was independently tested on behalf of the City Council in order to ensure that it was robust and in line with current market conditions.

The planning officer did not add anything further to the report submitted.

Councillor Wheeler addressed the committee in his capacity as ward Councillor (Piccadilly) and stated that since the last meeting there had been no contact made with any ward councillors impacted by the proposal to discuss their concerns on the scheme. The Committee was requested to defer consideration until contact with ward councillors had taken place.

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

Decision

The Committee approve the application, subject to the conditions and reasons set out in the report submitted.

PH/20/09 125615/FO/2019 - Belle Vue Greyhound Stadium, Kirkmanshulme Lane, Manchester, M18 7BD

The application was for the renewal of previous planning permission 110616/FO/2015/N2 for the continuance of stock car racing for a maximum of eleven meetings per season between 1 March to 31 December (annually) for a temporary period of 4 years.

The Committee had previously approved application 62940/FU/NORTH2/01 in March 2002 for a temporary two-year period for Five Formula one and seven Regular stock car meetings to operate for two seasons subject to a number of conditions. In February 2004 a further temporary approval was granted by committee for the variation of conditions 1 and 3 of permission 062940/FU/NORTH2/01 to allow 8 stock car meetings per year including 4 Formula One events up to 31 October 2007. In February 2008, a temporary approval was granted by committee for the continuance of stock car racing for a maximum of eight meetings per season during a period from 1 March to 30 November for a temporary period of 4 years (ref: 085126/FO/2007/N2). Planning permission 097958/FO/2011/N1 related to the continuance of stock car racing for a maximum of eleven meetings per season during a period from 1 March to 31 December for a temporary period of 4 years; this application was given a temporary planning permission which expired on 1 March 2016.

A further application for the renewal of previous planning permission 097958/FO/2011/N2 for the continuance of stock car racing for a maximum of eleven meetings per season between 1 March to 31 December (annually) for a temporary period of 4 years (ref:110616/FO/2015/N2) was approved on 4 February 2016 for 4 years and will expire on 4 February 2020.

The Committee on 19 December 2019 was minded to approve residential development on this site, subject to a legal agreement for affordable housing (ref: 122160/FO/2018).

The Planning Officer reported a correction in Condition 4 that changed the closing time from 7.30pm to 9.30pm and changed the date for the May Bank Holiday from Monday 4 May 2020 to Friday 8 May 2020.

Decision

The Committee approve the application, subject to the conditions as corrected (Condition 4, below) and reasons set out in the report and the Late Representations submitted.

(Condition 4 - closing time change 7.30pm to 9.30pm and change the date of the May Bank Holiday from Monday 4 May 2020 to Friday 8 May 2020.)

PH/20/10 Confirmation of The Manchester City Council (Churchgate, Ford Lane) - Tree Preservation Order 2019

The application was for a Tree Preservation Order (TPO) on 10 October 2020 and to recommend the confirmation of the Tree Preservation Order.

Decision

To instruct the City Solicitor to confirm the Tree Preservation Order at Churchgate, Ford Lane, Manchester M22 4NQ, under Section 199 of the Town and Country Planning Act 1990, and that the Order should cover the trees as plotted on the plan attached to the report submitted.

Application Number	Date of Appln	Committee Date	Ward
124820/FO/2019	23rd Sep 2019	13 th February 2020	Woodhouse Park Ward

Proposal Construction of a temporary 729 space car park, with associated access arrangements onto Enterprise Way, for a temporary period of five years.

Location Land to the North East of Enterprise Way Bounded by Roxholme Walk and Dentdale Walk and the rear of Lincombe Road and Felskirk Road to the north, Manchester, M22 1PU

Applicant THG Group, C/o Agent,

Agent Mr Paul White, RoC Consulting, 1st Floor Commercial Wharf, 6 Commercial Street, Manchester, M15 4PZ

This application was deferred by Committee at the meeting held on 16th January 2020 in order that a site visit be undertaken to allow members of the committee to view the site of the proposed development and surrounding area that were not available on the drawings and images included in the planning report submitted; due to the loss of employment land and the greenness of the site.

The application proposals relate to the provision of a temporary car park on land previously granted planning permission as a car park to support the economic development on land to the south of Enterprise Way for offices. The proposals are for car parking to be brought forward as an early phase of development to support the applicant's growth at existing office space at the Airport and in advance of their Headquarter offices being developed. The proposals would not result in the loss of employment land but would bring forward the site as an earlier phase of development for a type of development already granted planning permission by Committee at its meeting held in December 2018.

Background

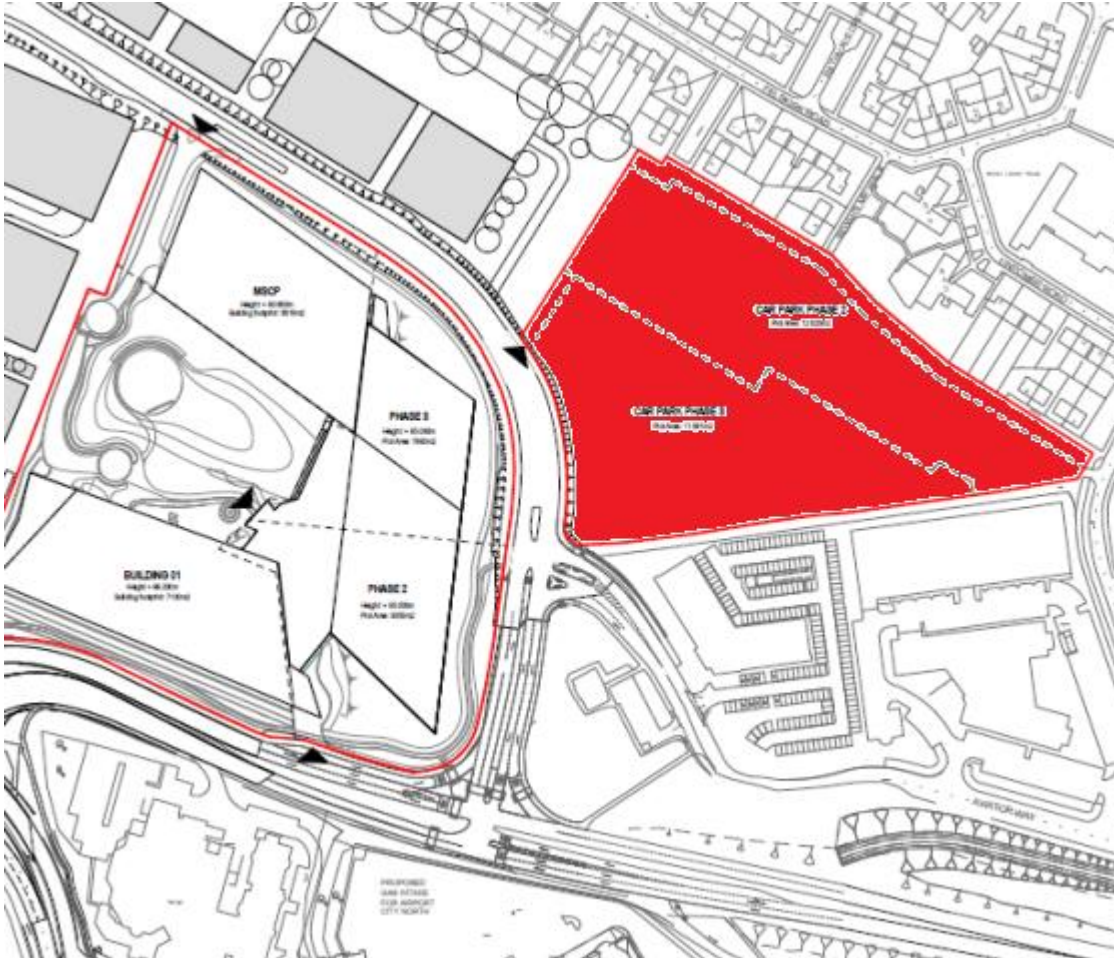
Following the designation of the Airport City Enterprise Zone (EZ) in March 2011, an Enterprise Zone Framework Plan was adopted to provide a clear vision for development across the EZ. This Framework was approved by the Council's Executive on 24th October 2012 and forms a material consideration in decisions the Council makes as local planning authority within the EZ.

The EZ sites provide some 116 hectares of developable or re-developable land that offer the scale and significance to become a principal strategic economic and employment driver for the wider Greater Manchester area. The EZ consists of a series of linked sites focussed around Manchester Airport, University Hospital of South Manchester (UHSM) and Wythenshawe Town Centre. These sites were chosen on the basis that they aligned with existing planning and regeneration frameworks, they would deliver a significant number of jobs and they provided unique propositions that would exploit the economic potential of the location.

The EZ is intentionally restricted to employment areas. However, all of the sites are located within a broader residential and mixed-use area that contains much of the potential workforce for EZ businesses. The framework therefore anticipated the effect of these sites would be the revitalisation of Wythenshawe with the accompanying broad socio-economic regeneration benefits.

Following on from the EZ designation and the production of the framework an outline planning permission was granted in February 2013 for the wider Airport City North area for the development of office space, light and general industrial space, hotels and ancillary retail and other commercial accommodation, associated parking and public realm works (planning ref.100831/OO/2012/S2). Whilst this permission lapsed in February 2018 it firmly established the principle of developing high quality office uses and associated infrastructure on the current application site and surrounding sites.

At its meeting held on 13th December 2018 the Planning and Highways Committee approved a planning application for the phased redevelopment of two parcels of land to the north east and south west of Enterprise Way within Airport City North to comprise the Head Quarters for The Hut Group including a 6 storey office building, a 6 storey multi-storey car park to provide 1,147 parking spaces, landscaping and public realm, with vehicular access onto Enterprise Way and associated works (Phase 1); and, an outline application for a further 39,673 sq. m of office space and associated car parking (maximum 832 spaces) (Phases 2 and 3) – planning application reference 121270/OO/2018. The site subject to the current planning application relates to the area of surface car parking identified within the outline element of this planning approval and is to form surface level car parking for phases 2 and 3 of the Head Quarters development. The applicant has indicated that works to commence delivery of phase 1 of this development are due to commence in the early part of this year.



Illustrative Masterplan of planning approval 121270/00/2018 - the area filled in is the surface car parking area for phases 2 and 3 and reflects the extent of the current application boundary; the area to the south and west is to form the office buildings and multi-storey car park phase of the Head Quarters development for The Hut Group the plan shows the indicative layout of those phases of development

The applicant (The Hut Group) are a significant existing and future occupier at and around the airport with 1,230 existing employees in occupation on the airport estate. This is anticipated to grow to 5,000 on the opening of the Head Quarters development together with the applicant's development at Airport City South (World Logistics Hub) it is anticipated that the applicants Airport City operations would ultimately support up to 10,000 employees. The applicant has reiterated its commitment to local labour across their operations in Manchester and they are currently working alongside the Council to maximise the anticipated employment growth for local residents.

Description of site

The application site is located in Woodhouse Park on land to the north of Manchester Airport and Ringway Road West and to the south of the residential areas of Wythenshawe. The topography across the site is generally level, Enterprise Way (a new link road opened in November 2017) forms the western boundary of the site, with residential properties along Roxholme Walk, Lincombe Road, Dentdale Walk,

and Gorston Walk border the site to the north and east with commercial office buildings to the south. A footpath lies beyond the southern boundary of the application site that runs between Enterprise Way and Woodhouse Lane which itself is bounded by mature trees, shrubs and hedges. There are other trees located to the northern boundary of the site, with the majority of the site being scrub and grassland.

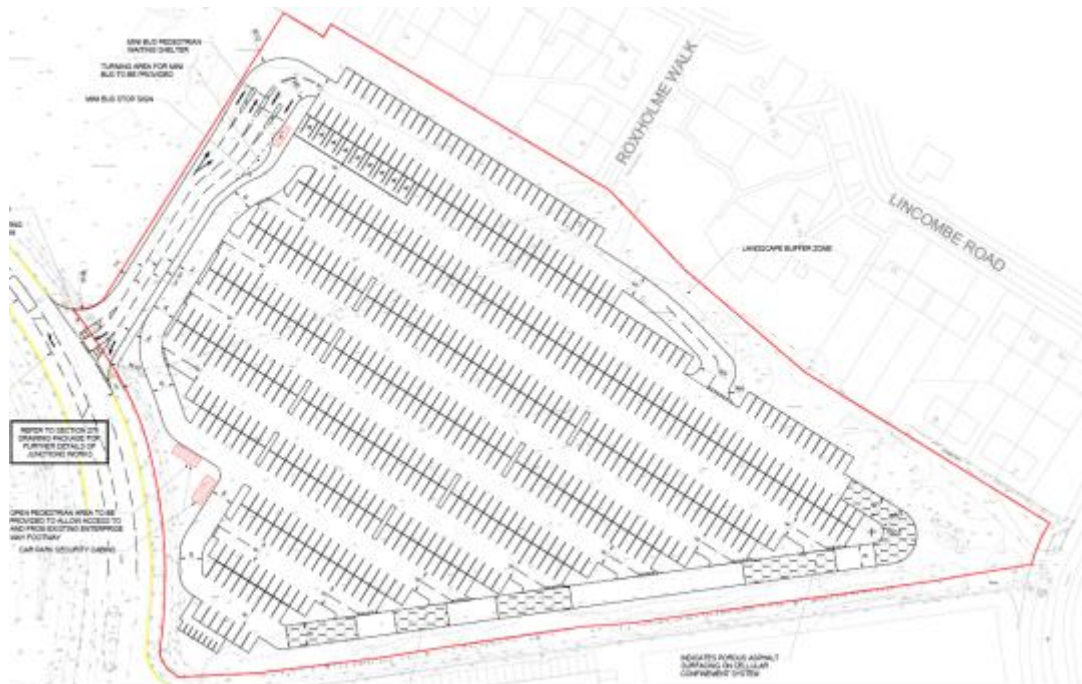


View eastward across the site, with residential properties to the north and east of the site beyond the boundary trees

Application proposals

The application proposals have been amended since first submission following receipt of comments to reduce the number of proposed car parking spaces from 832 to 729, to retain a larger number of higher quality mature trees within the site, improvements to include more landscaping within the car park, and amendments to the type of fencing to better reflect its location adjacent Enterprise Way. As such the proposals are for the provision of a car park with 729 spaces for a temporary period of 5 years together with a new vehicular access from Enterprise Way, boundary treatments and landscaping.

The car park is required for the applicant who, as already noted, currently operate from two office buildings located within the main Airport estate and prior to the delivery of the early phases of their Head Quarters office scheme approved in December 2018. As set out later in this report, the applicant due to rapid expansion of employee numbers at the airport together with a loss of existing car parking provision due to on-going construction works at the Airport, requires provision of car parking for their employees working at the airport. The proposals are for a temporary period of 5 years on a site which has consent for a permanent car park to provide longer term support the future development of phases 2 and 3 of the Head Quarters scheme.



Proposed car parking layout

Other Matters

Landownership

Members of the Committee are advised that the City Council has an interest in this application as land owner. However, the Committee must disregard these interests and exercise its duty as local planning authority only.

Consultations

The proposal, by virtue of the size of the site has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development a site notice was displayed at the application site. In addition, notification letters have been sent to local residents and businesses.

Ward Members - Councillor E. Newman has written in with a number of questions and concerns relating to the application.

The only reason given for the need is that the existing THG car park arrangements are being ended by the Airport due to its Transformation Programme. Why is this suddenly the case, as the Transformation Programme has been on-going for over two years and was planned well before.

How many car spaces are used in their current car park?

Why are 'opening hours' 'not relevant' according to the application form.

Why will there be no staff on site.

There seem to be no active security arrangements other than monitored CCTV and ANPR of the vehicles. How would intruders be detected. How would CCTV monitoring staff know when car alarms had gone off, and how would this loud noise be stopped.

Lighting and noise pollution would disturb nearby residents, creating serious disamenity.

Why is 24 hour operation needed with the consequent disturbance to nearby residents. If only up to 50 employees might need to use cars during evenings and weekends, why can't they park at the current office buildings or elsewhere?

Five years use, to be possibly extended to ten years, is not genuinely temporary when referring to a car park, as opposed to a building.

The Outline Permission granted last December did not specify that this particular site would be used for car parking in the first phase of the overall development, so it is disingenuous to use the previous permission to justify this application. Any car parking on this site was expected to be on-site and associated with the occupants of the site's buildings, and only to be used once the buildings were in use. It is clear that the Car Park in this Planning Application is for off-site users.

Nearby residents might have been more accepting of a car park that was attached to an occupied building used by people in employment. All that is now proposed is for them to live next to a large off-site car park for several years.

Why are THG not seriously urging their employees and prospective employees to use public transport, and considering some organised transport of their own to various public transport hubs. Instead they propose to use shuttle buses to encourage their employees to use an off-site car park next to local residents. If THG employ local residents, there will be less demand for private car use to travel to work. How many M22 and M23 residents do they currently employ.

As local Councillors, we welcome THG's investment in creating jobs, but we want to see evidence of serious efforts to recruit locally, particularly in Wythenshawe. Where is the engagement with local schools, with Manchester College and with local Councillors.

I endorse the points made by Cllr Brian O'Neil about the harmful effects on health and air quality by a further concentration of car use next to residential properties.

Residents - Two letters of objection were received to the application proposals, a summary of the points raised is set out below:

- Climate change - although in one of your numerous reports you state Manchester City Council is committed to greener issues, it seems that where Manchester Airport is concerned this does not count. In and around the Manchester Airport site, MAG have built close on a dozen huge car parks including x3 giant multi storey off Woodhouse Lane. With climate change and the continued flooding of the newly opened A555 and the already rammed to capacity during rush hours Enterprise Way,

which incidentally starts any time from 7am or 15:30, surely this Airport expansion has to come to an end.

- Noise levels for us residents close by. Although the report states there will be a buffer with fencing, is this good enough with workers coming and going at all times of the day and night, the residents of Felskirk Road have already been inconvenienced with the construction and opening of Enterprise Way.

- Lighting, the report states that there will be LED lighting in place. How low level is this? The 11,000 space car park owned by MAG Manchester Airport Jet Parks Ringway, on Styal Road also had 'low level lighting' only for local residents to complain about how bright it was during the night.

- Soft Landscape/Buffer - many residents already have a mixture of hedges, trees, bushes just on the boundary. If the residents are happy with these and they form a good barrier can these be guaranteed to be left alone rather than raked up to be replaced by immature hedges? Although the edge of my boundary is not in these proposals I, for one have mature trees from the edge of my boundary to approx. 5 yards and would appreciate them to be left alone as they offer considerable protection, buffering and shield from view.

- Roxhome Walk /Felskirk Road - The report states an entrance on Roxhome Walk. How much traffic /disturbance is anticipated with constant traffic using this entrance

Consultee responses

MCC Highway Services - The site has an existing outline consent for car parking to the same scale as the proposed development. The temporary facility is an advancement to that which was consented in outline in December 2018 under permission 121270/OO/2018. It has been agreed with the developer that the extent of adoption should include the entirety of the new junction as and Highway Services confirm that the layout of this is acceptable. The proposed carriageway and footway surfacing to the area offered for adoption should be to the same specification as that of Enterprise Way. Should the planning application be approved then alterations and extent of adoption to the highway will be required and are to be undertaken through S278/S38 agreement between the developer and MCC which would include any required technical approval. MCC Highways have requested that the works include for the provision of yellow keep clear boxes at the existing signalised junction with Aviator Way. An appropriately worded condition is proposed to deal with the s278 works and the request for keep clear box.

The proposed, privately maintained car park access road layout with a footway to its eastern side providing connectivity to Enterprise Way is acceptable from a highway perspective as is the barrier configuration.

Following the submission of a travel plan Highway Services support the addition of an update to the existing travel plan to further encourage the shift to the use of sustainable modes.

It is recommended that a Construction Management Plan condition be attached to any approval.

Highways England - No objections to the proposal.

MCC Flood Risk Management Team – Have confirmed that a condition is not required to be attached to any approval. It is proposed that the drainage works be undertaken in accordance with the submitted details.

Greater Manchester Archaeological Advisory Service - As part of the supporting documentation for the present application a copy of an archaeological evaluation report produced by Wessex Archaeology dated August 2019 has been submitted.

Greater Manchester Archaeological Advisory Service – The applicant has been in discussion with GMAAS regarding the requirements for investigation of the site and agreed that the further investigation can be undertaken as part of an active watching brief during the groundworks for the development. On this basis GMAAS recommends that a condition be attached to any planning consent requiring that a programme of archaeological fieldwork is undertaken. The appointed archaeological contractor should undertake a watching brief on topsoil stripping and should identify any features being exposed, and be given sufficient time to clean, record and undertake sample excavations.

Greater Manchester Ecology Unit- No overall objections to the proposals on ecology grounds.

Following the submission of further bat roost surveys GMEU confirmed that the remaining trees on site have negligible bat roosting potential and that no further level of bat survey is required prior to deciding the application.

They make the following recommendations:

- A pre-construction survey of the site for the possible presence of Badgers should be carried out. Badgers are mobile in their habits and can colonise sites quickly. If Badgers are found to be present a method statement must be prepared giving details of measures to be taken to avoid possible harm to badgers.
- No vegetation clearance required to facilitate the scheme should be carried out during the optimum period for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.
- The invasive plant Japanese knotweed has been recorded on the site. It is an offence to cause this plant to spread in the wild. I would recommend that suitable measures are implemented to eradicate this plant from the site.

MCC Environmental Health - Have reviewed the submitted Air Quality Assessment and agree with their findings. It is recommended that proposals for good practice principles for both the design and operational phases in particular the provision for Electric Vehicle charge points. The Carpark Management Plan submitted does state that charge points will be provided but confirmation is required regarding how many and their speed of charge.

In terms of noise impacts on the nearest noise sensitive receptors the submitted noise data and predicted noise levels from the use of the car park have been identified as having major adverse effect. A 3m high noise barrier (acoustic fence) was proposed as a mitigation measure. Details of the fence have been submitted and the provision of the fence should be adhered to via an appropriately worded condition.

In terms of ground contamination, the applicant has provided information within a site investigation report that has been assessed by Environmental Health. The site investigation comprised of:

- 12 window ample boreholes,
- 3 ground gas and ground water monitoring wells,
- 14 soil samples

As it is proposed to be an open air carpark, relatively low levels of made ground across the site to shallow depths, risk posed are considered low. It is noted that any potential source of ground gas generation (organic matter within topsoil and Made Ground) will be removed as part of the site's redevelopment. As such the risks posed to future site users by ground gas generation are very low and given the absence of ground gas identified, no further ground gas monitoring is considered necessary. The Site investigation and final risk assessment are adequate. Therefore, the following needs to be submitted to discharge an appropriately worded condition: the submission of a completion/validation report.

Conditions are recommended to deal with Construction Management, ensuring there is no glare or light overspill from the proposed lighting scheme, and the submission of a validation report relating to the ground conditions of the site following remediation.

GMP - Design for Security - Recommend a Crime Impact Statement be prepared to accompany the application.

MCC Neighbourhood Services (Arboricultural Team) - Have reviewed the associated documents and revised layout proposals to retain a number of mature trees on the site, they believe this is a preferable scheme that retains some of the more mature Oak trees on the site, in conclusion, they have no objections to the proposals from an arboricultural perspective.

United Utilities - Recommend conditions are attached to any approval relating to surface water management.

Aerodrome Safeguarding Officer - Have no aerodrome safeguarding objections to the proposal subject to the following conditions:

The car park construction plan for the site must include a Bird Hazard Management Plan that is submitted to the Local Planning Authority in consultation with the aerodrome safeguarding authority for Manchester Airport. The car park will need a Bird Hazard Management Plan during its use.

- The detailed lighting scheme (including specific height of the lighting columns) for the car park will need to be submitted to the LPA in consultation with the aerodrome safeguarding authority for Manchester Airport.

- Details of the design and specific height of the security fencing will need to be submitted for approval to the Local Planning Authority in consultation with the aerodrome safeguarding authority for Manchester Airport.

Policy

Manchester Core Strategy

The Core Strategy Development Plan Document 2012 -2027 was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long-term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 relates to the overarching spatial principles which will guide the strategic development of Manchester to 2027 these include:

- Beyond the Regional Centre and the Airport, the emphasis is 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.

- The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

- 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 regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- 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.

Policy EC1 relates to employment and economic growth in Manchester. This policy advises that a minimum of 200ha of employment land will be developed between 2010 and 2027 and recognises that Manchester Airport and surrounding land will be a key location for major employment growth.

Policy EC10 - Wythenshawe identifies Manchester Airport as a focus for economic development in Wythenshawe. The policy states that the 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 EC11 defines the 'Airport City Strategic Employment Location' as an area to the north of Manchester Airport presenting a significant opportunity for employment development in Manchester. This is substantially the northern element of the Airport City opportunity, which should: promote functional and spatial links with nearby parts of Wythenshawe; and maximise the catalytic potential of the airport to attract investment and increase economic activity. Development should also:

- maximise the employment and training opportunities and other regeneration benefits for local communities; and,
- take full advantage of the existing transport hub at Manchester Airport and proposed extension of Metrolink and the South East Manchester Multi Modal Scheme (SEMMMS) road scheme, through layout and traffic management measures, such as the quantity of parking.

The application proposal seeks to assist in the delivery of employment land in line with the requirements of Policy EC1 and EC11 by improving access to jobs, providing employment opportunities for local people, and connecting to international markets.

Policy T1 relates to Sustainable Transport. This policy advises the Council will support proposals that 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.

Policy T2 seeks to 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 Airport) and to ensure good national and international connections. In addition, this policy seeks to ensure that new economic development is easily accessible by walking, cycling and public transport and that residents in the south of Manchester benefit from improved connectivity with the Airport.

Policy EN1 deals with required design principles and strategic character areas. Specific character areas relevant to this scheme are the 'Wider Wythenshawe' and 'Airport & urban fringe' Character Areas which indicate that the principal features to be retained in any new development is the sense of the existing low rise suburban character set within soft landscape; and 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 EN3 indicates that 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.

Policy EN14 relates to flood risk and states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. The site is in an area of low risk of flooding a surface water drainage proposal has been submitted alongside the application which has been assessed by the Council's Flood Risk Management Team.

Policy EN15 relates to biodiversity and advises that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity. There will be a loss of some trees and a grassed area as a result of the development proposals, the applicant proposes a replacement landscape area and tree replacement scheme as part of the proposals.

Policy EN16 'Air Quality' sets out an expectation of developers to take measures to minimise and mitigate the local impact of emissions from the development, including its use and traffic generation. The Council will consider the impacts on air quality of development, including the cumulative impacts, particularly in Air Quality Management Areas. An Air Quality Assessment has been submitted alongside the application which assesses both the construction and operational phase impacts on air quality. Mitigation measures are recommended for the construction phase but the operational development is not anticipated to give rise to significant effects on air quality.

Policy EN17 'Water Quality' requires that development avoids any adverse impact on water quality and where possible seeks to enhance water quality. Surface water run-off should also be minimised from development and associated roads and where appropriate maximise the use of sustainable drainage systems to minimise groundwater contamination and avoid pollutants reaching watercourses.

Policy EN18 'Contaminated Land and Ground Stability' details that any proposal for development of contaminated land must be accompanied by a health risk assessment. The application is accompanied by site investigation reports that have been assessed, no significant constraints are identified in relation to the site.

Policy EN19 relates to waste. This policy 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/composting, energy recovery, final disposal).

Policy DM1 advises that all development should have regard to the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation;
- Accessibility;
- 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; and
- Sustainable construction techniques including the application of the Building Research Establishment Environmental Assessment Method (BREEAM) standards.

Policy DM2 - Aerodrome Safeguarding states that any development that would affect the operational integrity or safety of Manchester Airport or Manchester Radar will not

be permitted. Whilst the scheme is in close proximity to the airport, it is understood that there would be no effect upon the operational integrity or safety of the airport or radar and the response of the Aerodrome Safeguarding Officer recommends a number of conditions be attached to any approval.

Saved UDP Policies

EW8 Economic Development - allocates the land immediately to the north of the Airport as one of the major strategic sites in the City for high technology industry. The application proposals form part of the wider Airport City strategic development and would support its role in encouraging economic development.

E3.3 Environmental Improvement and Protection - the proposals are for high quality new development which will improve the appearance of the application site and surrounding area close to the M56 motorway spur.

DC26 relates to development and noise the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

National Planning Policy Framework

The Department for Communities and Local Government published the first NPPF in March 2012 and subsequently revised it in February 2019. The NPPF sets out the Government's planning policies for England and how these are to be applied; forming an important material consideration for all planning applications. It requires planning policies to meet objectively assessed needs, with sufficient flexibility to adapt to rapid change.

The NPPF operates a 'presumption' in favour of sustainable development and supports proposals that are in accordance with policies in an up to date Development Plan (paragraph 11). Sustainable development is about positive growth making which supports economic, environmental and social progress for existing and future generations.

The Government emphasis that Planning should help create the condition in which businesses can invest, expand and adapt. Planning policies and decisions should take into account local business needs and wider opportunities for development and places significant weight on the need to support economic growth.

Section 6 (paragraphs 80 to 84) is titled 'Building a strong, competitive economy'. It emphasises the Government's commitment to support economic growth, including that the planning system should help create conditions in which businesses can thrive. Local Planning Authorities should support existing business sectors, and foster innovation in these sectors to address the challenges of the future including being flexible enough to accommodate new and flexible working practices. In

addition, Local Planning Authorities should make provision for clusters of creative and digital industries, and for storage and distribution operations in suitably accessible locations

Chapter 9 (paragraphs 102 to 111) of the NPPF deals with the promotion of sustainable transport. Paragraph 102 highlights that transport issues should be considered as part of development proposals. In particular proposals should consider the impact on the transport network, promote sustainable modes of transport, mitigate environmental impacts where possible and ensure that the patterns of movement, streets and parking and other transport considerations are integral to the design. Paragraph 103 goes on to state that "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".

Section 14 (paragraphs 148 to 169) of the NPPF is titled 'Meeting the challenge of climate change, flooding and coastal change'. It emphasises the role of the planning system in support the transition to a low carbon future. It should help shape places to reduce greenhouse gas emissions, minimise vulnerability and improve resilience. In addition, the Chapter sets out that development in areas of at risk of flooding should be avoided.

Chapter 15 (paragraphs 170 to 183) of the NPPF is titled 'Conserving and enhancing the natural environment'. The Chapters advises that biodiversity should be protected and enhanced, remediate contaminated land where appropriate, and new development should not lead to unacceptable levels of soil, air, water, or noise pollution.

Other material considerations

Manchester Airport City Enterprise Zone Framework Plan

The Manchester Airport City Enterprise Zone Framework Plan (EZFP) provides a clear vision for development across the EZ. It builds on the EZ policy context and provides a basis on which practical implementation of development in the EZ can be planned, including specific development proposals and more detailed plans for individual sites (including Airport City).

The EZFP was published in 2012 and is a material consideration in decisions the Council makes as the local planning authority. The application site forms part of the 'Airport City' EZ designation to the north of the Airport.

Development of the application site would contribute to delivering the ambitions of the EZ; by supporting an existing businesses to thrive and stimulate growth, benefiting from the high level of connectivity provided by close proximity to an international airport, attracting global businesses, creating new employment opportunities and stimulating economic growth.

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.

Issues

Principle of Development

The application site is subject of an outline planning approval for a surface car park for up to 832 car parking spaces. The application proposals subject of this report fall within the parameters of the scope and type of development previously granted outline planning approval under application reference 121270/OO/2018. The principle for the land to be used as a surface car park has therefore been established and is a significant material consideration in determining the current application proposals which seek the use of the land for a temporary 5 year period for a car park in advance of the wider development of adjacent sites for further economic development.

Although the proposal is being brought forward in advance of the commencement of the new Head Quarters development, it is connected with the applicants existing operation and occupation at the Airport. Over a relatively short period the applicant has already seen an increase in jobs growth from 538 in October 2018 to 1,230. With the displacement of car parking at the airport the proposal provides replacement spaces which would support their growth and establishment of their Head Quarters at Airport City through an earlier than planned car parking provision.

The proposal is therefore for the car park to be brought forward as phase one of the outline consent and until the approved Head Quarters become operational would support those employed by the applicant on the Airport estate.

Whilst the current proposals are for a 5 year temporary period it is anticipated that the site would form surface car parking to support the later phases (2 and 3) of the applicants approved Head Quarters development when these are operational.

Need for the car park

In response to queries raised by ward members with regards to the anticipated phasing of development in this part of Airport City North and other matters, the applicant has provided information relating to the need for the car parking in advance of the construction and completion of phase 1 of the Outline planning approval for their Head Quarters development.

The applicant has already become a significant occupier with 1,230 employees operating from two office buildings within the airport estate, it is estimated that as part of ongoing acquisition of floorspace employee numbers are anticipated to rise to 1,500 in the first quarter of 2020. These current employee numbers represent a significant increase since October 2018 when numbers were at 538 employees. The applicant has indicated that the occupancy rates of the existing offices are higher than previous occupiers which were historically by airlines and their crew which has led to an overall increase in employees based within these two office buildings.

Currently car parking for employees has been located on existing surface car parks closer to the office buildings to the south of the M56 motorway spur road. These spaces are to be lost as a result of other development commencing to deliver the Airport City North pedestrian bridge connecting it to the main airport campus to the south together with other consented developments at the airport. It is indicated that together these construction activities have resulted in a reduction in available car parking spaces by approximately 500 spaces. The applicant indicates that there are no other car parking spaces available within the Airports operational estate and the application proposals represent the only possible means of meeting their immediate operational requirements.

The applicant has stated that:

- Employee growth by the applicant is occurring at a rapid rate (121% year on year 2018-19).
- Prior to the completion of the Head Quarters in 2023, employee growth is forecast to continue at this rate with employees increasing from 1,220 to 5000.

With specific reference to car parking:

- The applicant currently occupy 705 spaces serving their existing employee base. If that provision was to be increased at the equivalent growth rate to employee numbers then a need for 2,900 car parking spaces would be generated over that period.
- The applicant is proposing a temporary car parking facility of 729 spaces to serve their immediate car parking needs in advance of the Head Quarters development and permanent car parking proposals coming forward.

- This will deliver a significant relative percentage reduction in car parking provision for the applicant's staff over the next 3 years. To mitigate this loss and also proactively change travel behaviours, a range of Travel Planning measures have been identified to incentivise and encourage the use of alternative, sustainable modes of transport. Many of these are already up and running and have been incorporated into the submitted Travel Plan.
- This would be further supported by the applicant's commitment to maximising local employment which will also encourage proximity to the airport minimising need to travel.

The applicant has also confirmed that they have committed to the first phase of the Head Quarters development with the exchange of development agreement contracts immediately prior to Christmas 2019. The applicant has also secured the agreement of a funding facility with a lender to enable the full development of this phase to proceed. Commencement of works on site is expected to progress through initial enabling works package during the period March-July 2020.

Air Quality

The submitted Air Quality Assessment takes into account future traffic generated from the wider development of the Head Quarters site to the south together with the application site proposals, the assessment is considered to provide the worst case scenario. The methodology and conclusions of the assessment have been fully assessed and are considered to be robust.

The Air Quality Assessment considered nearby sensitive receptors which included residential properties along Selstead Road, Hilary Road, Carsdale Road, Gorston Walk and the Little Flyers Day Nursery. The results of the assessment conclude that air quality objective targets would be met and the proposed surface level car parking would not impact on local air quality with any significant effect.

In addition, whilst the assessment does not identify impacts on local air quality the application proposals do include for the planting of 433 new trees and 1,506 shrubs within the site including a landscaped buffer between the car park and adjacent residential properties. These landscaping proposals would assist in mitigating any localised impacts from the use of the car park.

Within the application proposals there is to be the provision for 2 electric vehicle charging points with the ability for provision of up to 10% of the car parking spaces to be provided. The applicant has indicated that in the short term the numbers of electric vehicle charging points are currently limited by the power supply available at Airport City but power capacity has been secured for the development of the Head Quarters and later phases.

The applicant has also provided a Travel Plan to accompany the application proposals, this outlines the position of the applicant's growth in terms of employee numbers at the Airport and current access to car parking spaces (705). The Travel Plan sets out the applicant's commitment to promoting sustainable travel alongside their continuing requirement for car parking facilities. Amongst the initiatives promoted within the Travel Plan are:

- The promotion of car sharing and management of the car park to prioritise higher occupied car;
- A “guaranteed lift home” if staff have been let down by car share partners or their usual way of travelling to work;
- travel packs for staff including information on public transport services to the place of work;
- Measures to include cycling and walking to work such as cycle to work scheme;
- Support and promote interest-free and tax-free loans for public transport season tickets;
- Workplace measures to reduce the need to travel.

Car Park Management

The applicant has provided a Car Park Management Strategy alongside the application proposals. Security cabins are proposed for the site which would be manned by security 24/7. The car park would include CCTV monitoring, automatic barriers, Automatic Number Plate Recognition (ANPR), video intercom and emergency call point systems. Entry to the car park would be managed via an external ANPR camera which opens the entry barrier. Employees would be required to sign a car parking policy and receive a permit. Their vehicle registration number would then be registered with the car park management system to allow access to the car park.

The Management Plan sets out that the general working hours for the applicant are 8am to 6pm Monday to Friday. However, the applicant indicates that there are occasions where relatively limited numbers of staff (less than 50 persons out of the c.1,200 employees) would operate outside of these hours at peak periods in order to cover international trading. It is estimated there are approximately 3 weekends in a year where this might occur, i.e. working Friday evening to Saturday morning. In addition, it is anticipated there is one weekend a year which incorporates ‘Black Friday’ and ‘Cyber Monday’ where all staff would be required over the whole weekend.

The applicant has also indicated that the car park would be designed and operated to meet secure by design requirements and an appropriately worded condition is proposed to be appended to any approval of the proposals.

Lighting

The proposals incorporate an external lighting scheme to illuminate the car park. The scheme has been designed in accordance with the relevant industry guidelines. As part of this, the lighting levels have been designed to be 10Lux for the car park and 50 Lux for the pedestrian walkways, vehicle barriers and at the junction to Enterprise Way. The maximum light spill at where the site boundary fronts a residential area is indicated as being 2Lux which has been achieved through a 4m lighting column, which are approximately 13 metres from the closest residential properties on Roxholme Walk and Thaxted Walk. The applicants information indicates that a 0 Lux is pitch black whilst 1 to 6 Lux is the typical light levels for a residential estate, and a city centre car park typically has levels of between 20 and 40 Lux. Whilst the lighting

levels are considered to be acceptable and not give rise to unacceptable impacts on residential amenity it is proposed that a condition be added to any approval to ensure that light spillage and glare does not arise and for the final scheme to be submitted for approval to ensure compliance with the requirements of the Aerodrome Safeguarding Officer at Manchester Airport.

Noise

The application proposals incorporate a 3 metre high acoustic fence to be installed to the boundary of the site closest to residential properties. This requirement reflects the position set out within the outline approval and accompanying noise assessment. As the car parking layout closest to residential properties reflects that set out within that assessment and the current proposals are for fewer car parking spaces the conclusions of that assessment are considered to still be relevant and robust. That information together with the current application proposals have been assessed by the Council's Environmental Health team who raise no objections to the scope or conclusions of the assessment.

The results of the Noise assessment for the outline application indicate that there is anticipated to be a noise impact during site clearance and earthworks close to the northern boundary of the proposed surface car park, where residential properties are located on Thaxted Walk, Felskirk Road and Linscombe Road. This impact will be temporary and short-term and it is anticipated within the noise assessment that appropriate mitigation measures such as working hours would be controlled through an appropriate worded condition relating to the submission and approval of a Construction Management Plan.

Assessments of noise impacts resulting from operational traffic on the surrounding network were also carried out. The noise effects from operational traffic on the surrounding highways network is considered to have a minor impact on the nearest residential properties. The operation of the proposed surface car parking, without any mitigation, is assessed as giving rise to potential impacts on the nearest residential properties as a result of activity associated with the car park. The noise assessment indicates that the installation of a 3m high noise barrier would reduce impacts on the residential properties to minor during daytime hours. The applicant has indicated that there may be a limited need to use the car park over weekends and later in the evening for approximately 4 weekends. The indication is that this would be for circa 50 employees

The submitted noise assessment is based upon the use of the car park during daytime hours and given that the applicant has indicated that there may be occasions (up to 4 weekends a year) where the car park would be in use outside of daytime hours it is therefore considered necessary to impose a condition on any approval for the submission and approval of such events in advance and to restrict the opening hours of the car park to 7am to 9pm daily.



Example of acoustic fence to be installed

Ecology

The application has been supported by a number of ecology surveys including for protected species. The submitted ecological appraisal indicates that there are no other notable or particularly diverse habitats present within the site that represent a constraint to development.

These reports have been assessed by the Council's specialist ecological advisors who indicate that they are satisfied that the bat roost survey has found that the remaining trees on the site have negligible bat roosting potential and that no further level of bat survey is required prior to deciding the application. It is recommended that conditions are attached to any approval relating to pre-commencement checks for the possible presence of badgers if this work occurs after six months from the submitted surveys; and that no vegetation clearance takes place during the optimum period for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

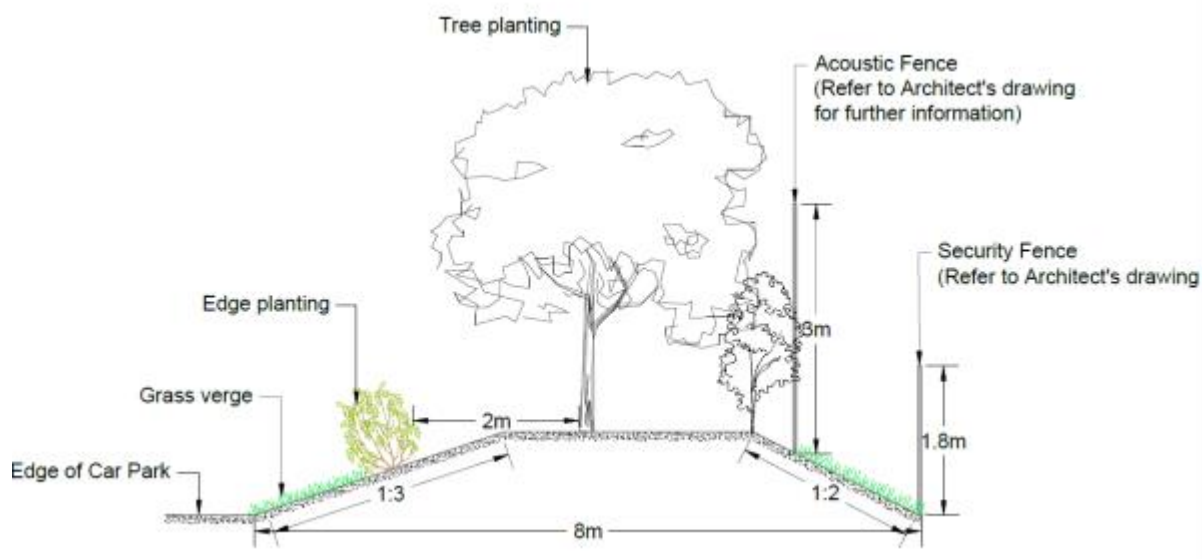
Landscaping and Trees

Following concerns raised with the applicant, they have amended the layout of the proposed car park to retain a greater number of existing higher quality mature trees on the site. This, as reported earlier, has resulted in a reduction in the number of car parking spaces proposed from 832 to 729. The submitted Arboricultural Impact Assessment concludes that none of the trees surveyed are subject to a Tree Preservation Order nor are they located within a Conservation Area. No ancient woodlands, ancient trees or veteran trees were identified on / within influence of the site. The site's tree cover comprises trees of low and moderate arboricultural value. The submitted information and revised layout has been assessed and no objections in terms of the revised proposals have been raised on arboricultural grounds. As a result of the development the following trees would need to be removed:

- Two category B trees of moderate value,
- One group of trees and one partial removal of another group of category B trees,
- 3 category C trees (of low value), and

- One group of trees category C.

The revised layout allows the retention of the southern boundary of mature oak trees and also includes for the provision of substantial tree planting along the northern and north eastern boundary of 433 new trees together with additional shrub planting (1506 shrubs) and other ground cover planting within the car park. This landscaping scheme reflects that anticipated within the outline approval for the car park in particular the planting of the landscape buffer that ranges between 8 and 17 metres in depth.



Typical cross section through the landscape buffer showing extent of landscaping and position of acoustic fence.

A number of conditions would need to be appended to any approval to ensure the protection of trees to be retained as part of the development and for the submission of a full Arboricultural Method Statement that sets out a practical and robust strategy for the protection of retained trees for the site preparation and construction of the proposed development.

Residential Amenity

Consideration of impacts of noise are set out above, with the adoption of the mitigation measures in terms of noise during construction works relating to hours of working and the installation of a 3 metre high acoustic fence it is not considered that the impacts of the car park in terms of noise would be significant appropriately worded conditions are proposed to deal with these matters.

It is acknowledged that as a result of the mitigation measures there would be the inclusion of a high timber acoustic fence that would be adjacent to residential properties in particular the gable ends to the most southerly properties on Roxholme Walk and Thaxted Walk where the acoustic fence would be approximately 4 metres from the closest two properties. These properties do have ground and first floor windows on the gable ends and all have an existing timber garden fence forming the boundary with the application site. Given the acoustic fence would be installed to the south of these properties and external garden areas there could be some limited loss

of daylight to the rooms served by these windows and external garden areas. In addition to these properties the acoustic fence would also be sited approximately 10 metres from four properties on Dentdale Walk, these properties all present their front elevation towards the application site and the proposed boundary and acoustic fences.



The four properties on Dentdale Walk to the right, the application site is to the left

It is acknowledged that the acoustic fence would be sited in close proximity to a number of residential properties. However, given the overall height of the fence together with its indicated positioning on a mound within the landscape buffer it is not considered that the acoustic fence would give rise to so significant impacts to warrant refusal of the proposals.

Visual Amenity

The submitted drawings indicate a standoff gap of 1.5 metres from the 1.8 metre high site boundary weld mesh fence and the proposed 3 metre acoustic fence, the area between is shown as a grassed landscaped strip. Whilst it is accepted that a timber acoustic fence would over time weather and age to have an appearance of a standard garden fence it is considered that the inclusion of shrub planting in this area would assist to soften the visual appearance of these fences in close proximity to residential properties. It is considered that whilst the general principles of the submitted landscaping scheme are acceptable as set out above, further details of shrub planting to the front of the acoustic fence closest to residential properties is required to improve the visual appearance of these elements of the proposals.

Accessible Parking

The proposals are for car parking remote of the applicant's current office space within the Airport estate the application proposals include for 9 accessible car

parking spaces. To assist all users of the car park a mini bus service is available to transfer staff to the existing offices. The accessible car parking spaces are located close to the bus stop and shelter facilities to minimise the transfer distance between car and onward travel to the existing office space. The applicant has also indicated that in discussion with Manchester Airport there is access for employees of the applicant to a further 10 accessible spaces in closer physical proximity to those offices. The number of spaces provided within the car park together with the additional facilities closer to the existing offices is considered acceptable for this temporary facility prior to the construction of the applicant Head Quarters. The parking layout can be varied to suit an amended layout and provision of future accessible parking provision for the future phase 2 and 3 development.

Transport and Highways

The application has been supported by a Transport Technical Note together with an updated Travel Plan which have been fully assessed by Highway Services who raise no objection to the proposals in terms of highway and pedestrian safety or the proposals impacts on the highway network. Given the proximity to the strategic national road network Highways England were also notified of the proposals and who raised no objections.

Automated barrier control will be provided on entry and exit in order to restrict access to authorised vehicles only. A stacking lane approximately 80m in length will be provided on access in order to ensure that queuing would not impact the operation of Enterprise Way. A 2m wide footway would be provided alongside the vehicular access to accommodate pedestrian movements to Enterprise Way. Pedestrian refuge islands with associated dropped kerbs and tactile paving are provided across the site access junction to accommodate pedestrian movements along Enterprise Way.

The proposals incorporate a bus turn around facility off the adopted road and this service, as noted above, would transfer employees from the car park to the existing office locations of the applicant within the airport estate. The proposed bus stop, with associated bus shelter, would be provided adjacent to the disabled parking bays (9 spaces).

The proposals would require the formation of a new vehicular access to Enterprise Way, technical drawings have been provided alongside the application proposals and these would be subject to a formal approval process under a section 278 agreement with the Council as Highways Authority. Highway Services raise no objections to the proposed new junction or its alignment.

Drainage

The applicant has provided a drainage strategy which has been reviewed by the Flood Risk Management Team. The car park incorporates areas of impermeable and permeable surfacing, due to the existing ground conditions of the site infiltration methods of drainage are not considered suitable. It is proposed therefore to install a drainage system based upon a sustainable drainage approach. It is intended that surface water runoff from proposed impermeable areas across the car park would be

directed towards permeable car park bays which are to be constructed from a gravel retention system. This system would provide attenuation storage for the development with surface water then released to the main drainage system within Enterprise Way at a restricted rate. In order to deal with the final details of the sustainable drainage system a suitably worded condition is proposed to be attached to any approval.

Archaeology

As part of the supporting documentation for the application a copy of an archaeological evaluation report produced by Wessex Archaeology dated August 2019 has been submitted. The evaluation work was undertaken in response to a condition attached to an earlier application (121270/OO/2018) as previous work in the general area has identified a significant Bronze Age (c.1600 – 1200 BC) settlement along with traces of late prehistoric cut features that probably relate to field systems. One observed characteristic is that the fills of any such cut features tend to be a washed-out grey colour, rather than the darker, more organic fills of later historic cut features. The evaluation found a series of small pits/ postholes, larger irregular shaped pits, curvilinear features and gullies, and a large ditch. Despite the careful investigation of the fills, generally a washed-out grey colour of these cut features and any stones contained therein no worked artefacts, charred grain or charcoal was found that could provide an indication of their age.

The submitted information has been assessed and through the response to the application, the Greater Manchester Archaeological Advisory Service (GMAAS) have noted the evaluation has demonstrated the presence of features that have the potential to be the products of early, possibly prehistoric activity. Consequently, any such features would be of some archaeological significance. Given that the proposals would involve the removal of topsoil to establish the appropriate sub-base for the car park it is certain more evidence of the linear and curvilinear features identified in the evaluation will be exposed along with new, similar features. Given the shallowness of the features to the modern surface this stripping will also damage any such features. As such it has been recommended that a condition be attached to any planning consent requiring that a programme of archaeological fieldwork is undertaken an appropriately worded condition is proposed to deal with this matter.

Conclusion

The applicant is an existing occupier at the airport and is committed to expanding its operation across the wider area, this includes a significant number of jobs (circa 10,000) across Airport City North and South (World Logistics Hub).

As part of the Airport City North development the principle for the use of the application site for car parking has been established through the earlier outline planning approval (reference 121270/OO/2018) approved by Committee on 17th December 2018. This element of car parking for the applicant is being brought forward in advance of earlier phases of development approved through the same planning permission to support the applicants existing occupation in the wider area. The applicant has indicated that given their continued rapid expansion of employees within existing office space at the airport together with the loss of other car parking at

the airport there is now a requirement for them to bring forward this car parking for a temporary period prior to the completion of their Head Quarters development and its own associated car parking provision. The applicant has provided an updated Travel Plan that establishes the principles for reducing reliance on the private car and initiatives to assist employees in making informed choices in using public transport, walking and cycling.

It is considered that the proposal are acceptable and are within the parameters established through the outline planning approval, together with the inclusion of noise mitigation in the form of a 3 metre high timber acoustic fence it is not considered that the car park would give rise to unacceptable noise impacts on nearby residential properties. Further improvements in the positioning of landscaping would assist in assimilating the acoustic fence into the area and in particular those residential properties in close proximity to it and it is proposed that this would be secured by way of an appropriately worded condition.

In responding to the queries and concerns raised by ward Councillors the applicant has indicated both a commitment to commencing the development of the Head Quarters development at Airport City North and to ensuring employment opportunities are available for the local community.

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

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

Recommendation TEMPORARY APPROVAL FOR FIVE YEARS

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance concerns arising from the proposals were discussed with the applicant who amended the application proposals.

Conditions

- 1) The permission hereby granted is for a limited period expiring on 16th January 2025, at which time the use comprising the development shall be discontinued.

Reason - To enable the local planning authority to review the situation in the interest of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester, Saved Unitary Development Plan policy DC26 and the National Planning Policy Framework.

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

S278/004 REV T2 – Road Markings and signs; S278/002 REV T2 Finished contours and spot levels; S278/003 REV T2 Pavement Types and Kerbing; S278/006 REV T1 Construction details all prepared by RoC consulting

Archaeological Evaluation August 2019 prepared by Wessex Archaeology; Assessment of HIVE Planning Application, Ringway Road – West, Manchester Airport Final Report, 13th August 2018 prepared by Birdstrike Management Ltd

As received by the City Council as local planning authority on the 11th September 2019

Plot X Airport City Car Park 12465_R02 Preliminary Roost Assessment of Trees for Bats, Survey for Badgers and Non-Native Invasive Plant Species prepared by Taylor Grange As received by the City Council as local planning authority on the 23rd September 2019

CP/001REV T3 Car Park and Access Layout; CP/011 REV T3 Surfacing GA; CP/012 REV T4 Car Park Kerbing GA; CP/013 REV T3 Car Park Road Marking GA; CP/014 REV T2 Car Park Standard Details; CP/031 REV T2 Car Park Security Cabins and Minis Bus Shelter; CP/041 REV T2 Car Park Fencing Layout; P6684-CP-ME-601 REV P7 M & E Layout; P6684-CP-ME-602 REV P1 External Lighting Levels; 12465/P01 REV E and 12465/P02 REV E soft landscape proposals

Arboricultural Impact Assessment ref 12465_R01b_JJ_AS prepared by Taylor Grange

The Hut Group Plot X Travel Plan Update prepared by Curtins

All date stamped as received by the City Council as local planning authority on the 29th November 2019

CP/021 REV T3 Car Park Acoustic Fencing as received by the City Council as local planning authority on the 13th January 2020

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

- 3) No development or development-related ground works, including a top-soil strip, shall take place until the applicant or their agents or their successors in title have secured the implementation of a programme of archaeological work. The programme is to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the local planning authority. The WSI shall cover the following:
- A phased programme of archaeological fieldwork to include, - an archaeological watching brief on topsoil stripping - where required, investigation and recording of exposed features.
 - A programme for post investigation assessment to include, - analysis of the site investigation records and finds - production of a final report
 - Provision for publication and dissemination of the analysis and report on the site investigation.
 - Provision for archive deposition of the report, finds and records of the site investigation.
 - Nomination of a competent person or persons/organisation to undertake the programme set-out within the approved WSI.

Reason: In accordance with NPPF paragraph 199, to record and advance the understanding of the significance of any archaeological remains (wholly or in part) in a manner proportionate to their importance and the impact, and to make this evidence (and any archive generated) publicly accessible.

- 4) The development shall be undertaken in accordance with the surface water drainage scheme for the site as set out on the approved drawings. Prior to the first use of the car park hereby approved the following details shall be submitted to the City Council as local planning authority for approvals:
- a) Photographic and/or survey evidence of construction as per design drawings;
 - b) 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 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.

- 5) Prior to the commencement of development a Construction Management Plan shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the agreed Construction Management Plan and shall include:
- The routing of construction traffic;
 - 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;
- 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.
- A Bird Hazard Management Plan

Reason - In the interests of residential amenity, highway safety and safe operation of aircraft at Manchester Airport pursuant to policy DM1 of the Core Strategy.

- 6) Prior to the commencement of works an Arboricultural Method Statement shall be submitted to and approved in writing by the City Council as local planning authority. The method statement shall demonstrate how above and below ground structure are to be protected during the construction phases of development in accordance with British Standard 5837. The development shall be subsequently carried out in accordance with the agreed details.

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.

- 7) No removal of, or works to, any 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.

Reasons - All nesting birds, their eggs and young are specially protected under the terms of the Wildlife and Countryside Act 1981 (as amended).

- 8) When the development commences, the development shall be carried out in accordance with the previously agreed site investigation report and final risk assessment and a Completion/Verification Report shall be submitted to and approved in writing by the City.

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 policy EN18 of the Core Strategy

- 9) If construction works do not commence prior to the 29th February 2020 a pre-construction survey of the site for the possible presence of Badgers shall be carried out by a suitably qualified person and the results submitted to the City Council in writing for approval. If Badgers are found to be present on site a method statement shall be submitted to and approved in writing by the City Council providing details of measures to be taken to avoid possible harm to Badgers. The development shall be subsequently carried out in accordance with the agreed details.

Reason – In the interest of the protection of wildlife pursuant to the Wildlife and Countryside Act 1981 (as amended).

- 10) Prior to the first use of the development hereby approved a Bird Hazard Management Plan for the car park shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be subsequently operated in accordance with the approved details.

Reason – In the interests of the operational integrity or safety of Manchester Airport pursuant to policy DM2 of the Core Strategy.

- 11) 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.

- 12) 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.

- 13) Notwithstanding the approved plans, prior to the installation of any lighting on site full details of the proposed lighting scheme for the site including the heights and positions of all lighting columns shall be submitted to and approved in writing by the City Council as local planning authority. The submitted details shall include details that confirm that lighting is capped at the horizon to prevent upwards light spill. The development shall be carried out in accordance with the agreed details.

Reason – In the interests of visual and residential amenity and to ensure the operational integrity or safety of Manchester Airport pursuant to policies DM1 and DM2 of the Core Strategy.

- 14) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

- 15) Prior to the first use of the development hereby approved details of the measures to be incorporated into the development to demonstrate compliance with secured by design principles 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.

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.

- 16) Prior to the first operation of the development hereby approved the acoustic fence as indicated on drawing CP/021 REV T3 Car Park Acoustic Fencing shall be installed in accordance with the approved details and be retained thereafter whilst the use is in operation.

Reason – In the interests of reducing noise impacts generated by the development in the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 17) The hereby approved development shall not be operational outside of the following hours:
Monday to Friday 0700hrs – 2100hrs

And for up to four weekends in a calendar year in which the times and dates of opening and the numbers and locations of car parking spaces to be used have been submitted to and agreed in writing by the City Council prior to the first use of the car park.

Reason – In the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

- 18) Prior to the car park hereby approved becoming operational, full technical detailed drawings of all highway works required to form the vehicular access into the site together with associated Traffic Regulation Orders and provision of yellow junction boxes at the junction between Enterprise Way and Aviator Way shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason – In the interests of highway and pedestrian safety pursuant to policies T2 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: 124820/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:

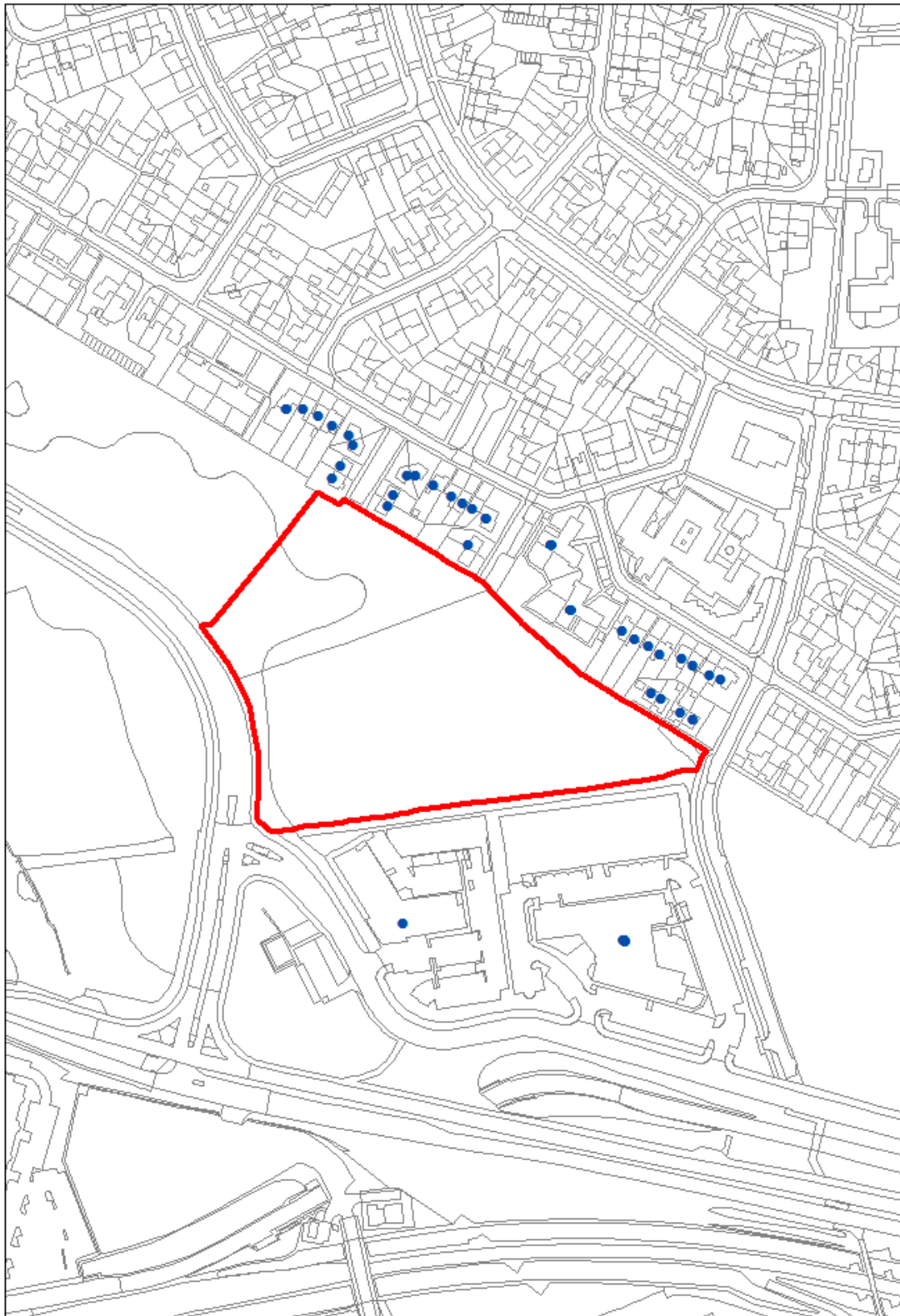
**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
South Neighbourhood Team
Greater Manchester Police
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Manchester Airport Safeguarding Officer
Manchester Airport Group
Highways England
Greater Manchester Ecology Unit
Arlington**

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:

54 Riverstone Drive Manchester
32 Felskirk Road, Woodhouse Park, Manchester M22 1PS

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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Application Number	Date of Appln	Committee Date	Ward
125474/FO/2019	8th Jan 2020	13th Feb 2020	Clayton & Openshaw Ward

Proposal Proposed erection of 23 no. two storey dwellinghouses with associated car parking, hard and soft landscaping and boundary treatments.

Location Land Adjacent to Mayton Street, Manchester, M11 2AN

Applicant Ms Victoria Young , One Manchester, Lovell House, 6 Archway, Manchester, M15 5RN,

Agent Mr Daniel Tomlinson, GWP Architecture, 1 Lidgett Lane, Leeds, LS8 1PQ

Description

This application has been submitted by One Manchester as part of an overall housing strategy for the area. The development would comprise 23 x two storey houses with a mix of two and three bedrooms. The applicant would deliver and manage the proposed houses and upgraded open space within this previously developed brownfield site. The site has been identified as being potential suitable for residential development in the 2019 Strategic Housing Land Availability Assessment (SHLAA). In addition to its contribution to family housing, the development would also deliver new street lighting, tree planting and seating within a retained area of landscaped open space.

The application site comprises of land previously developed for housing that has been maintained as open green space. It is intersected by a network of footpaths with incidental mature tree planting and surrounded highways along Beede Street, Mayton Street, Herne Street, Newtown Close and Thames Close, which also provide access to neighbouring housing and communal on street car parking bays. The surrounding area mainly comprises of two storey pitched roof terraced housing with semi-detached houses located to the north of the site along Mayton Street and Beede Street. A mix of single, two and three storey houses and apartments are located to the south of the site. Although the area is predominantly residential, there is a 3-storey telephone exchange building located to the north-west of the site.

The proposed development would comprise 23 houses that would present their principal frontage to the existing streetscene formed along Beede Street, Mayton Street, Herne Street and Thames Close. The proposed houses would be arranged in 3 unit terraces and semi-detached pairs. To the south of the site a new access road would be formed to the south of the adjacent to 47 Herne Street and an existing and retained play area. Proposed houses would also front the proposed access road and would overlook communal car parking bays (10 spaces in total). An area of communal car parking would also be formed adjacent to Thames Close to the east of the site. Footpaths would be formed alongside the new access road would extended into an area of retained open space that would provide a setting to the

adjacent proposed housing. Permeable routes would be formed across the open spaces to provide links to existing street to the west and east of the site. The open spaces would also incorporate grassed areas, tree planting, landscaping and three park benches. The layout of the proposed houses is shown at Figure 1.



Figure 1: Proposed housing layout

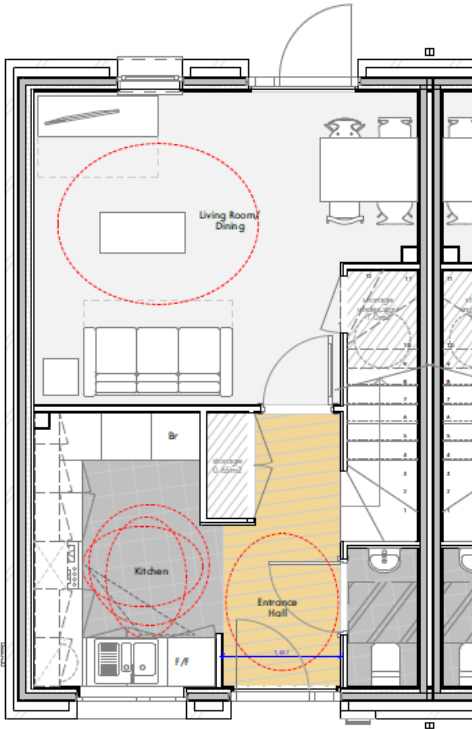
The houses would be presented in mix of house types, mainly involving red brickwork with a number incorporating grey brick. All the houses would have pitched roofs over 2-storeys, brick detailing and metal framed windows. Each house would incorporate a car parking space thereby achieving 100% parking provision across the development. Front and rear gardens of each house would have principal boundaries to the street defined on low walls and railings. A mix of low walls and timber fencing formed along boundaries adjacent to publicly accessible areas. Cycle and segregated bin storage would be provided with each garden. A visualisation of the proposed housing is shown at Figure 2. Typical elevations are shown at Figure 3 and typical layouts of the proposed houses are shown at Figures 4 and 5.



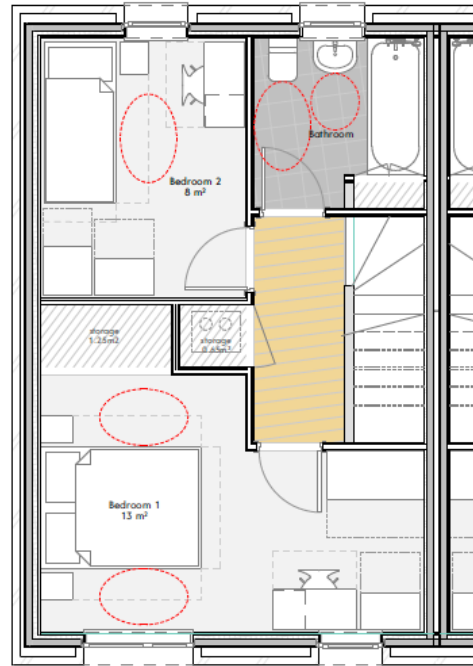
Figure 2: A visualisation of the proposed housing



Figure 3: Typical elevations

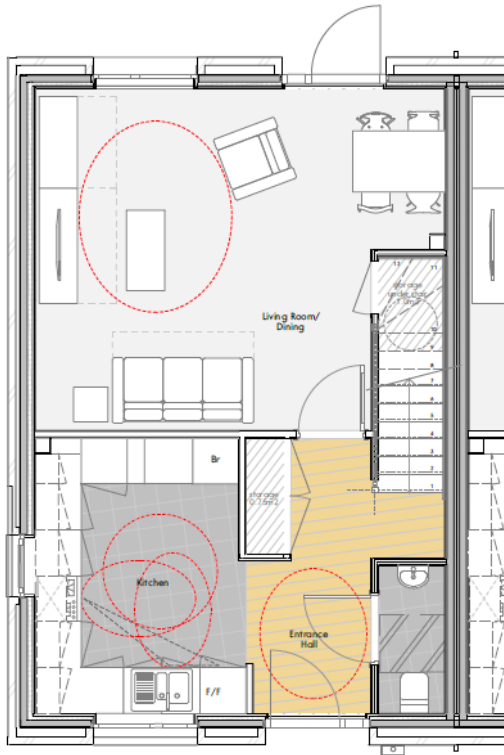


GROUND FLOOR

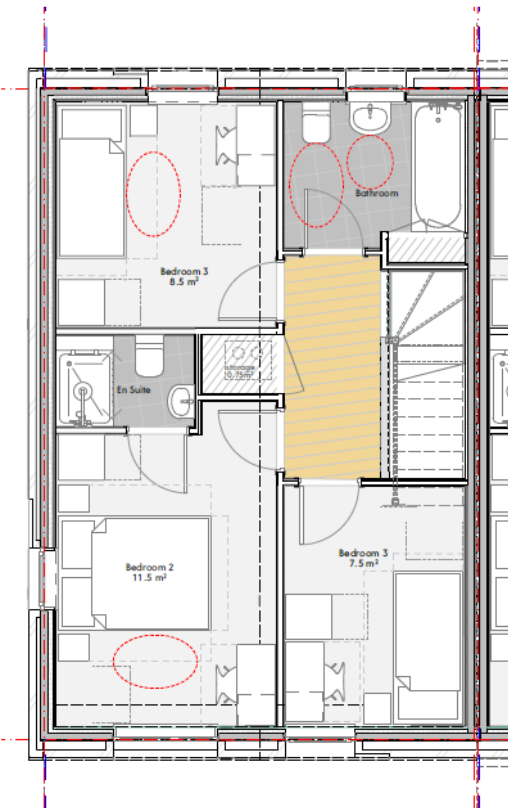


FIRST FLOOR

Figure 4: Typical layout for 2 bedroom house



GROUND FLOOR



FIRST FLOOR

Figure 5: Typical layout for 3 bedroom, 4 person house

Consultations

Local objections - A number of local objections have been received comprising 1 letter, 1 email and petition signed by 17 individuals. A local objector has submitted copies of 73 pre-application consultation responses undertaken by One Manchester. The responses to the planning application and pre-application consultation raise the following concerns:

- i. The objection predominantly relate to the loss of open green space and the resulting reduction of opportunities for children to play safely. It is also considered that the loss of this space would adversely affect the appearance and character of the area and be harmful to visual amenity. The existing open space is regarded as being important to the well-being of residents and supporting information has been submitted showing the benefits of retaining such spaces on physical and mental health. The space presents opportunities for both play and exercise, which is regarded as important in combating obesity. The loss of the open space would also harm local bio-diversity. The development would thereby undermine the quality of the local living environment;
- ii. Alternative sites should be considered for housing with a lesser impact on residential amenity and the quality of the local environment;
- iii. Investment should be made in the local area through refurbishment of the existing housing stock rather than building new houses;
- iv. The development would result in additional on-street car parking and traffic generation, which would be detrimental to pedestrian and highway safety;
- v. Residents have indicated that the area currently experiences a degree of crime and anti-social behaviour and maintain that the development would exacerbate these concerns through the loss of recreational space. It is also considered that additional on-street car parking would increase the localised risk of car crime.

The increase in residents will put pressure on local services and make it difficult to make appointments with GPs and secure school places.

The comments made at the pre-application were assessed by the applicant and informed the design and layout of the proposed development.

Highway Services – The following comments have been received:

- i. The addition of 23 houses is unlikely to generate any significant highway impact on the network. The submitted transport statement estimates an additional 17 trips during the AM/PM peak hours (between 8.00 am - 9.00 am and 5.00 pm – 6.00 pm) which can be absorbed on the existing highway network without undue capacity or safety concerns. Accident data has been reviewed for the site over the most recent five year period which demonstrates that there are no significant issues regarding highway design or infrastructure;
- ii. The site is located in a sustainable location within East Manchester and there are:

- a. Several bus services routed along Alan Turing Way to the west and Ashton Old Road to the south with connections across the area;
- b. Rail services are provided at Ashburys Station, which is in a walkable half mile radius of the application site;
- ii. The proposed layout includes 100% in-curtilage car parking for each dwellinghouse. All driveways would achieve dimensions of 3 metres x 6 metres and off site highways works should meet City Council standards. Each driveway should incorporate electric vehicle charge points to commit to ongoing sustainability;
- iii. The proposals would incorporate secure and weatherproofed cycle parking with the re should be made available within the curtilage of each property;
- iv. There are various routes, both sections of highway and footpaths acting as public rights of way, which currently dissect the site and therefore stopping up orders will be required to remove these as public rights of way. If the new access road from Herne Street is to be adopted it will need to meet City Council standards. The new highway layout should also accommodate a 20mph speed limit order similar to surrounding roads and should be included within the existing or proposed Stadium Controlled Parking Zone;
- v. All boundary treatments with frontage to the adopted highway must retain visual permeability from a height of 600mm upwards to maintain sight lines. All gating should open inwardly to prevent obstruction to footway users;
- vi. It is proposed that residential waste collection will take place from the kerbside, with residents responsible for moving the bin to the kerbside on collection day and back to the garden storage area thereafter. This is accepted in principle. Highways accept that a turning head will be not provided as this is likely to generate inconsiderate parking, as is currently experienced. There are a limited number of properties to be serviced from this location and as such the proposed collection strategy is accepted on this occasion;
- vii. The development should be related to a construction management plan to be implemented upon commencement of works.

Environmental Health – The following comments have been received:

- i. A construction management plan is requested;
- ii. The details of the submitted noise report should be amended to take account of potential noise sources from local noise sources from local commercial/industrial premises. The applicant has provided additional details that have been referred to Environmental Health and further comments will be reported;
- iii. The development should be undertaken in accordance with the submitted waste management arrangements;
- iv. The applicant has submitted an air quality assessment, which is considered to be acceptable. However, it is recommended that the development is undertaken in accordance with good practice principles. It is also recommended that electric vehicle (EV) charging points are provided.
- v. The development should be related to a condition to address historic land contamination.

Neighbourhood Team Leader (Arboriculture) – Any received comments will be reported to committee.

Flood Risk Management Team – The following conditions have been requested in relation to the following:

- i. No development shall take place until a scheme detailing surface water drainage works has been submitted. It should be designed in accordance with the technical standards for sustainable drainage;
- ii. If there is no clear adoption policy in place to take over the proposed drainage system after construction, a scheme should be provided detailing the arrangement for the implementation, maintenance and management of the sustainable drainage scheme.

Greater Manchester Police Design for Security - It is recommended that the physical security specifications set out in the submitted Crime Impact Statement should be added, if the application is to be approved.

United Utilities Water PLC (UU) – The applicant has been advised of the comments of UU with regard to surface water and foul water drainage as part of the development.

Environment Agency (EA) – Have requested additional information in relation to flood risk, which has been provided by the applicants. Additional comments are awaited from the EA in relation to this further information.

Greater Manchester Ecology Unit – The findings of the submitted ecology report are accepted. The proposed landscaping scheme is considered to be acceptable in relation to the inclusion of native species, wildflower grassland and an increase in overall tree numbers. The ecological report identifies opportunities for biodiversity enhancement in the form of bat and bird boxes and a condition is recommended to ensure to ensure the inclusion of these arrangements to enhance the biodiversity as part of the development.

Coal Authority – Have been consulted in response to the history of coal mining in the area and any comments will be reported.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through 'which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless

material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: 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 or specific policies in this Framework indicate development should be restricted.

The Framework has been related to the proposed development, with particular emphasis given to the following:

- i. Chapter 5 Delivering a sufficient supply of homes - 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; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59). This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 61). Chapter 5 states that the provision of affordable housing should not be sought for residential developments that are not major developments and that the re-use of brownfield sites should be encouraged (paragraph 63). It is considered that small and medium sized sites can make an important contribution to meeting the housing requirement of an area as they are often built-out relatively quickly (paragraph 68). It further requires that local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (paragraph 71). In this case, it is considered that the size and tenure of the proposed development would positively contribute to the quality and supply of housing in the local area, secure the development of a brownfield site and thereby responds to an identified local housing need for family housing. It would also help to diversify the local housing market through the provision of high quality design that is capable of achieving sustainable future occupation. Chapter 5 would thereby be complied with.
- ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 91). These considerations have been related to the layout and design of the proposed development and the incorporation of measures to address issues of security and potential opportunities for criminal and anti-social behaviour. Chapter 8 also requires consideration of the loss of open space and requires appropriate justification that such land is surplus to requirements. In this case, the land has been previously developed as housing has been grassed and maintained thereby giving amenity value to the area. As such the land has been previously been identified as open recreational space as part of the City Council open space audit. The applicant has provided an open space assessment that describes positive enhancement of the space to be retained and the proximity of Openshaw Park and Phillips Park, which are within 10 and 15 minutes

walking distance of the application site. Furthermore, the existing play area, adjacent to the site, would be retained and maintained in management of the applicant. On balance it is considered that the proposed loss of 0.5 hectares of the overall open space would be justified on the basis of the benefits of the development, the improvement to local space and the availability of parkland with the locality. The development would thereby accord with Chapter 8.

- iii. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:
 - a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
 - b) Safe and suitable access to the site can be achieved for all users; and
 - c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Satisfactory off-street car parking would also be achieved with opportunities for in curtilage cycle storage to promote more sustainable transportation options. The proposed development would thereby be consistent with the requirement of Chapter 9.

- iv. Chapter 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. It also encourages the use of previously developed or 'brownfield' sites (paragraph 117). Paragraph 122 states, amongst other things, that planning 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) The importance of securing well-designed, attractive and healthy places.

It is considered that chapter 11 has been positively responded to as it would secure the re-use of previously developed land and secures housing with a high quality of urban design. It is also considered that the development would be appropriately related to the scale, proportions and character of development in the surrounding area.

- v. Chapter 12: Achieving well-designed places - States that 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 124). Paragraph 127 further states that 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 landscaping;
- c. 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);
- d. Establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The proposed development achieves a layout that relates appropriately to the surrounding context, including its acknowledgement of the character neighbouring houses. This includes the formation of front and rear gardens presented in a configuration that emphasises space between the proposed houses that maintains a sense of spaciousness throughout the overall site. The arrangement of the proposed houses and related landscaping would provide a setting the retained open space that would be beneficial to the environmental quality of the area. Given the quality of the proposed design, it is considered that the development would contribute to place making and the character of the local area thereby according with chapter 12.

- vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that:
 - a. Avoid increased vulnerability to the range of impacts arising from climate change;
 - b. Can help to reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 157).

It is considered that the site responds positively to chapter 14, through the incorporation of design techniques that reduce the potential for carbon emissions and measures to managed surface water drainage and capable of being finalised through conditions. Similarly, the development has been support with a flood risk assessment that has been submitted with additional details. Although the finalised details are to be fully considered by the EA, there is nothing to suggest that these risk of flood presented by the development would affect its deliverability. The design of the proposed houses has been related to and environmental assessment, which indicated that the proposed house would have highly details designed capable of being delivering a strong environmental performance. The proposed houses would incorporate garden areas that would add surface water drainage, as would retained open space. Opportunities for landscaping and tree planting would also add to the reduction of carbon emissions.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of

significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters - The NPPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and press advertisement;
- ii. Design - Good quality design is considered to be an integral part of sustainable development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations. It is considered that the development present a contemporary housing design that is appropriately related to the scale and proportions of neighbouring houses;
- iii. Flood Risk Planning and Flood Risk - The proposed development has been assessed to determine if it represents a flood risk. For the purposes of applying the National Planning Policy Framework, 'flood risk' is a combination of the probability and the potential consequences of flooding from all sources. The application has been accompanied by a flood risk assessment and it is considered that appropriate on site drainage can be achieved;
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. It also recognises that development can provide opportunities for healthy lifestyles through the promotion of and access to high quality open spaces and opportunities for play, sport and recreation. In this case the development would provide a high quality of design that would positively benefit the appearance of the area. It would also secure environmental improvement to the retained opens space, which would be subsequently maintained through a management condition;
- v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. Consideration should be given to the likelihood that the development would:
 - a. Significantly affect traffic in the immediate vicinity of the proposed development site or further afield;
 - b. Introduce new point sources of air pollution;
 - c. Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality;
 - d. Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations;
 - e. Affect biodiversity.

It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. An air quality assessment has been provided, which demonstrates that the development would not unduly affect existing air quality following occupation of the houses. The

inclusion to electric vehicle charging point will also help to management future vehicle emissions.

- v. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. It also states that only a specific investigation can establish whether there is contamination at a particular site, but the possibility should always be considered particularly when the development proposed involves a sensitive use such as, in this case, house with gardens. The application has been accompanied with a ground condition survey and it is considered that identified land contamination issues will be addressed through details required by condition.
- vi. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development. It is considered that identified noise impacts can be attenuated through the detailed design of the development.
- vii. Travel plans and traffic / transport assessments - The PPG has been considered in respect of the traffic and highways issues presented by the development and potential measures to secure a reduction in reliance on private car usage. It is considered that the local highway network is capable of accommodating the additional traffic generated by the development.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age,

- gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
 - c. 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.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design that would respond to the on-going need for housing in the local area and add vibrancy to its character. Policy SP1 would therefore be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 1 states that opportunities for good design to enhance the overall image of the City should be fully realised through the implementation detailed design principles that reinforce and enhance the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives. In this case, it is that the proposed design would achieve a high quality that would positively contribute to the character of the area and improve the standard of residential accommodation in the locality. The demarcation of public and private space formation of garden areas and hard surfacing and boundary treatments would secure a satisfactory relationship to the streetscene. The development would involve a contemporary interpretation of the characteristics surrounding area, through the inclusion of gable elevation between pitched roofs and use of contrasting shades of brickwork. The design would be lifted through the inclusion of metal framed windows and arrangement of brick courses. The development would thereby comply with policy EN1.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. It is considered a high quality of energy efficient design, which would provide the most effective means of reducing carbon emissions given the physical constraints of the site and magnitude of development. On this basis, policy EN4 would therefore be appropriately responded to.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 states that 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 this case of this application reference has been given to the adaptability of the development to climate change with particular reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN8 has been related to the proposed sustainable design of the proposed houses and arrangements to secure appropriate drainage management. The development would incorporate individual garden areas along with retained public open spaces that would further enhance drainage in and around the application site. It is considered that policy EN8 would be responded to satisfactorily.

Policy EN 9 (Green Infrastructure)

Policy EN 9 states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Policy EN9 is relevant to the proposal as it involves the development of previously developed open land. In this case, the development would allow the retention of an area of open space with environmental improvements that would benefit the local community, Trees removed by the development will be replaced through a landscaping scheme. Rear gardens would be presented to the open space thereby increasing the sense of spaciousness across the development. On balance, it is considered that development would be appropriately related to policy EN9.

Policy EN 14 (Flood Risk)

Policy EN 14 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. The applicant has provided a flood risk assessment that requires supplementary details relating to surface water attenuation and drainage management. The applicant has agreed to a condition that would secure the submission of appropriate sustainable drainage details to be implemented as part of the development. Further details contained within a revised FRA have been referred to the Environment Agency for further comments. It is considered that issues relating to flood risk and drainage are capable of being addressed through detail design to secure compliance with policy EN14.

Policy EN15 (Biodiversity and Geological Conservation)

Policy EN15 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 EN15 has been related to the assessment of the ecological evaluation of the site and the details of the ecology report. A condition has been included to ensure the implementation of the development in accordance with the ecology report, which includes recommendations for the provision of bat and bird boxes and native tree and plant provision that would benefit wildlife. Policy EN15 would therefore be complied with.

Policy EN 16 (Air Quality)

An air quality assessment has been submitted and assessed. It is accepted that impacts on air quality would be mainly related to the construction stage and that impacts during the operational stage would be limited to residential traffic movement. Given the magnitude of the development and the limited frequency of vehicle movement, it is not anticipated that there would be a significant impact on local air quality. A pre-occupation condition requiring the provision of an electric vehicle charging points for each bungalow has been agreed. It is considered that these measures would help to maintain and / or improve future localised air quality pursuant to policy EN16.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be accompanied by a health risk assessment. This application has been accompanied by a Desk Study and Geo-Environmental Assessment, which has been assessed by the Contaminated Land Section whose recommendations have indicated that identified issues are capable of resolution by the attachment of a contaminated land condition to secure compliance with policy EN18.

Policy EN19 (Waste)

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are considered to be acceptable in terms of capacity, with issues relating to the transfer of waste containers to collection points addressed within this report.

Policy H1 (Overall Housing Provision)

Policy H1 relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of the a scheme contributes to the character of the local area;

- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;
- v. Being designed to give privacy to both its residents and neighbours.

Policy H 4 East Manchester

The proposed development would accord with Policy H4 and its aspiration for the delivery of new housing in East Manchester and the delivery of high quality and sustainable family housing.

Policy H 8 Affordable Housing

Policy H8 sets the requirements for affordable housing or an equivalent financial contribution. It is relevant in this case as development would exceed the 15 or more threshold for affordable housing provision. Policy H8 requires that developers use a 20 % target for the incorporation of affordable housing. In this case, the developer has indicated that the development would deliver 17 social rented and 6 shared ownership houses under Homes England 2016-21 grant funded programme. In order to ensure a minimum provision of 20% affordable rented accommodation in perpetuity, including circumstances where the applicant (One Manchester) transfers ownership of the land and retained rented houses to another party, it is recommended that the development be related to a s106 Agreement. This agreement would ensure a minimum 20% contribution towards the provision of affordable housing in perpetuity. On the basis policy H8 would be accorded with.

Policy H11 (Houses in Multiple Occupation)

Policy H11 has been related to a condition to ensure that the proposed housing is retained as Class C3 accommodation. This accords with the requirement of policy H11, of securing a sustainable supply of family housing and maintaining an appropriate mix housing type and tenure.

Policy T1 (Sustainable transport)

Policy T1 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. In this case that development incorporates sufficient in curtilage car parking, with sufficient space within rear gardens to provide secure cycle storage shed to meet residents' requirements. On this basis, it is considered that the development responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 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 residents to jobs, centres, health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms

of access to public transport and proximity to services within local centres would ensure that the development would be suitably related to policy T2.

Policy DM1 (Development Management)

Policy DM1 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. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

Policy DM1 points a - h (inclusive) have been related to the assessment of the proposals with regard to its potential impact on residential amenity and the contextual relationship of the new housing to the local built environment. It is considered that, for the reasons set out in this report, the above points have been responded to satisfactorily.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Policy DC7 (New Housing Development)

Policy DC7.1 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. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case the layout of the proposed houses and the quality of design would accord with residential quality guidance. It is also considered that satisfactory access for people with disabilities would be achieved. Policy DC7.1 would therefore need to be complied with.

Policy DC26 (Development and noise)

The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This particularly relevant given the proximity of the site to established industrial uses.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The site is relatively close to the Etihad and Academy Stadiums, which produce noise during events, which is predictable but this noise not generally reflective of the predominant noise environment, which is predominantly residential and affected by noise from major roads. It is considered that issues relating to noise attenuation can be addressed through the recommended condition and that policy DC26 is capable of being accorded with.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of particular relevance:

- i. Section 2 Design - Discusses the importance of the design of new development in relation to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. The density of the development should also be informed by the characteristics of an area and the specific circumstances of the proposals. It is considered that these design principles have been incorporated into the development.
- ii. Section 3 Accessibility - The development achieves a satisfactory arrangement for inclusive access to the proposed houses, including level access to external door thresholds and internal circulation space.
- iii. Section 4 Environmental Standards - Identifies the need to ensure that development is environmental sustainable and designed to reduce carbon emissions. It also identifies the need to ensure the provision of appropriate waste management is incorporated into the development together with arrangements for construction management. These issues have been positively responded to through the submitted planning application, which would achieve a high quality of environmentally sustainable development.
- iv. Section 7 Housing Density and Mix - States that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods. It is considered that the development responds positively to these objectives.

- v. Section 8 Community Safety and Crime Prevention - Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. These objectives have been related to the assessment of the proposed design and layout of the development.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, The City Council is committed to establishing a strategy for affordable housing provision in Manchester. It is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home and that the range of available housing both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers.

The proposed development would be exceed the 15 unit threshold for the provision of affordable housing. The development would be delivered through a social housing provider with a stated commitment to progressing new proposals in Openshaw for social rent, affordable rent, shared ownership and rent to buy tenures. The development would deliver 17 social rented and 6 shared ownership and arrangements will be related to the development to ensure the provision of 20% affordable housing provision within the development in perpetuity. It is therefore considered that the proposal would be positively contribute to the objectives of responding to identified housing need the provision of varied housing types and tenures.

Manchester Residential Quality Guidance (MRQG) - 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. It was approved by the Executive at its meeting on 14 December 2016. 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 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. It is considered that the proposed housing layout would achieve appropriate standards of internal space and a quality of design that would contribute to the character of the local area and thereby would encourage sustained long term occupation. MRQG would thereby be complied with.

Manchester's Great Outdoors – A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25) adopted July 2015 – The strategy sets out a framework to guide the maintenance of and access to green space and blue space, i.e. waterways, canals and rivers etc., within the city. The strategy builds on the

investment to date in the city's green infrastructure (GI) and the understanding of its importance in helping to create a successful city. It states 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. Although the development would result in a partial loss of the existing open space, it would deliver high quality new housing with opportunities for, what the GI refers to as, 'smaller scale GI interventions', such as street planting, community accessible green space and private gardens, which would increase the attractiveness of the area and its resilience to climate change. The strategy recognised the need to develop brownfield sites and provide high quality and multifunction GI in East Manchester. In this case, the development would respond to these objectives by ensure in the retained green space would be linked to the formal play area adjacent its southern boundaries. The application site also benefits from access to high quality parks in reasonable walking distance. The development would also improve landscaping, tree planting and the provision of permeable routes through appropriately managed space. The introduction of new housing in the area help to create neighbourhoods of choice. The incorporation of private garden areas would also help to deliver the small scale GI intervention envisaged by the strategy, particularly with regard to climate change and biodiversity. On balance it is considered that the development would appropriately related to the strategy.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

In this case, 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 applicant's agent engaged in pre-application discussions with officers. On-going dialogue throughout the consideration of the planning application has secured sufficient and satisfactory information that has allowed the planning application to be fully assessed. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area, be capable of achieving a high standard of urban design and add to the provision of affordable housing in the city.

Principle of the development – Whilst acknowledging that the application site provides a local green space, the site has been previously developed and can therefore be considered as a brownfield site within an urban context. The application has also been identified in the 2019 Strategic Housing Land Availability Assessment (SHLAA) as a capacity site. The Council has therefore identified the site as having potential for future new housing development subject to assessment of its suitability through a planning application. As such the site presents a development opportunity, which would contribute positively towards City Council house building targets and the provision of affordable, social housing and diversity of tenure. The development would result in the loss of a significant portion of existing open space. However, a retained section of central space would be maintained within a more useable and

coherent arrangement of footpaths, which would link existing and proposed housing and improve access to retained formal outdoor play facilities. The density of the development and the inclusion of front and rear garden areas would maintain a sense of spaciousness across the site and acknowledged the character of housing in the locality. It is therefore considered that the proposals are capable of delivering a high quality and sustainable development, which would positively contribute to the quality and appearance of the local area and its regeneration. It is also considered that the amenity of existing and future residents would be safeguarded through the detailed design of the proposals and the recommended condition that would ensure the appropriate delivery of the development.

Affordable housing – The applicant has submitted an affordable housing statement that confirms the following:

- i. The development would deliver 17 social rented and 6 shared ownership houses under Homes England 2016-21 grant funded programme and meet the related funding conditions for social rent. The development would aim to diversify the affordable homeownership offer and attract new residents into an edge of city location. Residents would have the opportunity to purchase an equity share in the property with an option to ‘staircase’ or increase equity shares in future years.
- ii. The development would form part of the applicant’s programmed delivery of social rent, affordable rent, shared ownership and rent to buy tenures in Openshaw.

The applicant would deliver the proposed development and manage the retained social rented and external spaces. Notwithstanding the applicants’ stated objective of delivering affordable housing, it is considered that safeguards need to be put in place to ensure that a minimum of 20% of the proposed housing is maintained as affordable in the future, i.e., to ensure that appropriate social rents are maintained should the proposed houses be transferred to another landlord and / or the houses are made available for home ownership. To achieve this, it is recommended that a s106 Agreement be related to the development, which:

- i. Identifies a total of 5 houses as a mix of affordable housing contribution to be delivered in perpetuity within the development site;
- ii. This contribution would be related to specific plots with a mix of house types within the development site and would require their maintenance for social rent.

Should members be minded to approve the development, it is recommended that a s106 Agreement be included with the decision to ensure that delivery of the above objectives.

Reduction in open space - The application site was identified as amenity green space within the Council’s 2009 assessment of open space. The applicant has therefore undertaken an assessment of the potential impact of the partial loss of this space as a result of the development. The applicant has also sought to address the concerns of neighbouring residents. The assessment states that, notwithstanding the

finding of the open space audit, the application site had previously been occupied by housing that was demolished as part of a phased demolition programme. The development therefore relates to a brownfield site that planning policy identifies as being suitable for residential development.

Notwithstanding the above, the development would result in the loss of 0.5 hectares of the open space. The main section of the retained space would be equivalent to the side of a 5-side football pitch and would therefore provide opportunities for play and recreation. The land also extends northwards and eastwards thereby providing opportunities for landscaping and tree planting.

The applicant has submitted a landscaping plan demonstrates a commitment to replacement tree planting. The development would result in the removal of 11 trees. However, a submitted landscaping scheme indicates that, in addition to 6 retained trees, 70 replacement trees of various species would be provided along with 12 fruit trees. This would in addition the planting of shrubs, wild flowers and climbing plants would also be undertaken. Avenues of trees would be formed on the east side of the proposed access road and adjacent to the footpath bisecting the site from west to east. The applicant also proposed the provision of asphalt surface to roads through the application leading to and across the open space.

New street lighting would be provided within the reconfigured car parking areas and adjacent to the proposed footpaths across the open space thereby supplementing the existing lighting provision. New park benches would also be provided within the open space. A condition has been included to ensure the approval of boundary treatments adjacent to publicly accessible areas, alleyway gates and street furniture. It is recommended that the street furniture details should include details of the proposed park bench to ensure it incorporates 'age friendly' design specifications to encourage its inclusive use and to provide opportunities for social interaction. The condition also includes the provision of measures that would facilitate access by wheelchair and pushchair but deter access by motorcyclists. It is considered that these measures would enhance of the appearance and quality of the open space. It would also improve the setting of the retained adjacent equipped play area.

The relationship of the site to existing open space provision, an assessment of open space has been submitted by the applicant. The assessment indicates that high quality parks are located within walking distance of the site, i.e., the well-equipped and maintained Openshaw Park is a 10 minute walk away and the listed Phillips Park is a 15 minute walk. The formal equipped play area to the south of the site (adjacent the Newtown Close) would be retained and would benefit from the environmental improvements to the adjacent open space.

It is considered that the loss of open space is, on balance, justified as:

- i. The development would positively contribute towards the much needed delivery of family housing;
- ii. The development would mitigate against the extent of the loss of open space through significant environmental improvements; the detail of which would be delivered through a condition;
- iii. The site benefits from access to high quality local parks.

On balance, it is considered that the development would lead to the formation of a managed open space, which would further contribute to the amenities of the area through its layout and improved connectivity to neighbouring streets for pedestrian and cyclists.

Future use of the development - A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of 10 x two bedroom, 3 person houses and 13 x three bedroom, 4 person houses. A separate condition has been included to facilitate the appropriate future use and management of the authorised houses to limit their future occupation to Class C3 (a) not precluding occupation by two unrelated people sharing a property. This condition is considered necessary to secure the appropriate and sustainable occupation of the proposed houses.

Residential amenity - It is considered that the development would deliver high quality housing with an appropriate balance of built form and garden / amenity space. The proposed design would provide a contemporary elevational expression that acknowledges the pitched roof and hipped roof composition of neighbouring 2-storey houses. Satisfactory distances would be achieved between proposed and neighbouring habitable room windows. Distances of 21 metres would be achieved across streets and between existing and propose principal elevations. Minimum distances of between 10 and 13 metres would be achieved where secondary windows would face towards either existing or proposed blank gable elevations. Appropriate relationships to the streetscene would be achieved through the provision of appropriate boundary treatments that would define public and private space. The applicant has reviewed the height and design of boundary treatments potential affecting vehicular visibility and security adjacent to public spaces. Further potential noise impacts would be addressed through a condition requiring supplementary details to the submitted noise report. It is likely that any noise would related to traffic. Although the development would generate additional noise and activity, it would be characteristic of residential occupation. The house would front on to existing streets with 4 houses facing on to the new access road. It is therefore considered that this additional activity would be absorbed into the characteristic interaction and movement of residents in the locality. It is considered that satisfactory waste management arrangements are capable of being delivered. However, a condition has been recommended requiring further details of the appearance of bin stores within front garden areas. On balance, it is considered that the development would not unduly affect or harm residential amenity and would bring positive benefits to the built environment and quality of retained open space.

Permitted development restrictions - In order to maintain and safeguard residential amenity and in response to the constraints of the substantive site, it has been considered appropriate to restrict the permitted rights that would otherwise be available to householders. Conditions have therefore been recommended in the interests of residential amenity and to ensure that the following development is not undertaken without the permission of the City Council as local planning authority:

- i. The erection of extensions, porches and outbuildings;
- ii. The replacement of authorised boundary treatments;
- iii. The insertion of additional windows.

Residential space standards - The proposed development has been assessed against the criteria set out in the adopted Manchester Residential Quality Guidance. The design of the proposed house types would achieve the required internal floorspace relating to 2 bedroom, 3 person, 2 storey dwellings and 3 bedroom, 4 person, 2 storey dwellings, ie, 70 sq metres and 87 sq. metres respectively. The applicants have sought to respond positively to the constraints of the site. The proposal would also secure a development incorporating design characteristics that would also positively contribute to the quality of local housing, the streetscene and secure a reduction in carbon emissions. It would also represent a sustainable development, in terms of the location of the application site to public transportation links and proximity of local shops and services. The proposed development would thereby positively contribute to sustainable growth in Manchester and thereby respond positively to the Manchester Residential Quality Guidance.

Magnitude of development - It is considered that the development appropriately relates to the constraints of the application site, which is considered to have capacity for the proposed number of units. A condition has been recommended that relates the undertaking of the proposed development in accordance with specified number of units and ensures their future use for Class C3 purposes.

Siting – The majority of the proposed houses (19) would face towards existing streets with the remaining (4) houses presented to the new access road. It is therefore considered that the development would have a strong and cohesive relationship to the streetscene with opportunities for social interaction and natural surveillance. The formation of principal elevations would respond to the configuration of the site, secure appropriate car parking arrangements and defined public and private space. The retained open space within the centre of the site would provide an open setting for the proposed houses and would also benefit the amenities of existing neighbouring residents. This would be enhanced by the arrangement of rear garden areas to the main west part of the development site. Distances of 21 metres would be achieved existing and proposed houses fronting Beede Street, Mayton Street and Herne Street. A distances of 12 metres would be maintained between rear habitable room windows and the nearest blank elevations within the development, i.e. between block 4 and 9. Minimum distances of 13 metres would be maintained from the blank gable elevation of the nearest extended property at 43 Herne Street. To the east of the site, a distance of 10 metres would be maintained between the proposed side windows overlooking the footpath and the blank side elevation of the nearest house at 59 Herne Street. It is considered that the development would secure a configuration that would be appropriately related to the constraints of the site, neighbouring housing, retained open space and the streetscene.

Height, scale and massing - The surrounding area is characterised by 2-storey housing. The proposed development would respond positively to this context through the formation of 2-storey housing with maximum above ground level ridge heights of 8.75 metres and eaves heights of 5.69 metres applied across the development thereby achieving characteristic scale parameters across the site. The proportions of individual houses would be relieved through the incorporated elevational articulation, the design and sizing of windows, the use of materials and application of contrasting brickwork. The proportions of the development would be enhanced through the

formation of spaces between the 3 unit terraces and semi-detached houses. The development is therefore considered to be proportionate and satisfactorily related to the surrounding context.

Design - The incorporation of gable elevations and pitched roofs is an acknowledgement of the style and character of surrounding housing albeit at a reduced scale. Notwithstanding the above, the elevational composition represents a more contemporary design response, involving the composition of brickwork and metal framed windows and porch details. It is considered that the use of red brick with single unit of grey brick in each terrace would give the development visual interest and identity within the context of the streetscene. The elevational treatment would be animated with high quality metal framed windows incorporating contrasting brickwork detailing. Visual cohesion throughout the development would be achieved through the consistent ridge and eaves height. Similarly, the use of brick walls and railings would give the development identify with the streetscene and satisfactorily demarcated public and private space. A condition has been included to ensure the approval of external materials. The proposed design is considered to be acceptable.

Accessibility - The proposed development would achieve satisfactory access across level thresholds to front and rear external doors and a condition has been included to ensure that these arrangements are delivered as part of the development. The internal layout of the houses would be satisfactorily wide to external and internal doors and circulation spaces. The applicant has confirmed that the development has been designed to facilitate future adaptation to meet changing circumstances, including accessibility needs. Within the wider site, an accessible car parking bay would be provided within reconfigured car parking areas. The rearranged layout of footpaths within the site and across the open space would improve access for pedestrian, wheelchair / pushchair users and cyclists. It is therefore considered that satisfactory and inclusive access would be provided.

Crime and Security – A condition has been included to ensure that the development is implemented in accordance with the recommendations of the submitted crime impact survey. In addition, the applicant has agreed to gate the alleyways to be formed adjacent to the southern boundaries with existing houses at 31 – 34 Herne Street. The applicant has also reviewed the design of the proposed 2.1 metre high fencing to be erected to garden boundaries adjacent to public areas to avoid the formation of potential footholds in the lower section of brick walls. The development incorporates windows to side elevations to houses facing the street to aid natural surveillance. In curtilage car parking has been designed to be overlooked to reduce the risk of crime. The applicant has indicated the introduction of lighting within the retained open space to the benefit of public safety. On this basis it is considered the security issues have been positively responded to.

Boundary treatment - The proposed principal street boundaries would be defined by a mix of brick walls and railings. A combination of brick walls and fence panels would be formed to separate public areas and private gardens. The height of this fencing would rise to a height of 2.1 metres where enhanced security would be required. The design of this fencing has been suitably amended. The incorporation of alleyway gating within the southern section of the site is a positive addition. A condition has been recommended to address visibility issues relating to the car parking spaces to

the proposed northern house to Block 3 and the northern house Block 4. On balance, it is considered that the proposed boundary treatments would enhance the appearance of the development site, define public and private spaces and suitably enhance the security of the development.

Reducing carbon emissions and sustainable design - The applicant has submitted a comprehensive energy statement that indicates that the development would seek to achieve 'PassivHaus' accreditation, involving high levels of insulation and the formation of an air tight envelope, mechanical heat recovery ventilation and triple glazed windows. The design has been related to 'Be Lean, Be Clean, Be Green' principles that would achieve:

- i. Incorporate solar control treatment where possible on effected elevations;
- ii. Include high thermal performing fabrics beyond 2013 Part L (Building Regulations) limits;
- iii. Maximize daylight where possible;
- iv. Increased air-tightness of the building;
- v. Consider use of developing technologies where technically and economically feasible;
- vi. Ventilation - All areas would be ventilated to mitigate against overheating. Mechanical ventilation would be provided with heat recovery to minimise heating energy input. Variable speed fans will also be provided to limit fan power consumption;
- vii. Daylighting should be optimised to reduce reliance on artificial lighting and luminaires. Toilet, changing, store rooms etc. will be provided with presence detection. 100% Energy efficient lamps and LED lighting will be used throughout the development. A 'Showersave' system would be installed utilising water recovery.

Details have not been provided in respect of the inclusion of PV panels. A pre-occupation condition has been included to ensure approval of these details as part of the development should they need to be installed. The applicant envisages that, if the development achieves the high standard of environmental design required by Part L of the Building Regulations, PV panels may not be required. It is considered that the development can deliver houses with a high environmental performance and thereby achieve appropriate management of carbon emissions. The applicant has indicated that all properties will be wired to facilitate the future charging of electric vehicles. A condition has been included to ensure that these charging points are delivered as part of the development.

The development would be capable of incorporating the following measures to its sustainability, reduce carbon emissions and reduce its environmental impact:

- i. Cycle storage provision;
- ii. Tree planting and landscaping;
- iii. Sustainable drainage.

On this basis, it is considered that the development has been related to environmentally sustainable design principles.

Car parking and highways issues – The development would necessitate ‘stopping up’ orders to reconfigure footpaths and undertake the reconfiguration of car parking areas within the site. It is considered that these revised arrangements would improve communal car parking and secure permeable routes through and across the site with added natural surveillance. Although the number of footpaths would be reduced access through the site would be maintained. The development would be supported with 100% car parking with appropriately sized in-curtilage space provided within each garden area. The revised highways layout servicing houses and car parking areas to the south and east of the site would provide appropriate manoeuvring space. A condition has been recommended to ensure the provision of a fence with appropriate visibility at the vehicular access point to the car parking space to the northern house to Block 3 and the northern house to Block 4. Cycle storage has been provided within the rear garden of each house, which is considered to be satisfactory. The local highways networks would be capable of accommodate the traffic generated by the proposed 23 houses, which would be located in a previously developed site. It is not considered that the development would have an unduly harmful impact on pedestrian and highways safety subject to the resolution of the previously discussed boundary issue to one of the proposed houses. An off-site highways condition has been recommended to relating to the undertaking of necessary works to the highways adjacent to the site.

Stopping up existing footpaths – The development would necessitate the ‘stopping up’ or closure of a series of footpaths that intersect the existing open space, in order to facilitate the siting of the proposed houses. A replacement of suitably surfaced footpaths would be formed as part of the development. These footpaths would provide more direct and permeable routes through site and provide access to the retained open space, linkages to neighbouring streets and car parking bays. The reduction in footpaths would also allow the formation of 2 sections of grassed space that would be suitable for play and recreational use. It is therefore considered that the closure of existing footpaths would be acceptable and would be delivered through the Highways Act.

Off-site highways works – A condition has been included to ensure that all necessary works to the adjacent highways that are related to the development are undertaken prior to the occupation of the development. A separate condition has been included to ensure that the agreed arrangements for alley-gating are undertaken prior to the commencement of the development. It is considered that these measures would ensure that the development would unduly harm the surrounding highway.

Electric vehicle (EV) charging points – As stated a pre-occupation condition has been recommended to ensure that each house has an in-curtilage EV charging point.

Cycle storage – Each house would incorporate a timber cycle storage shed and a condition has been recommended to ensure the implementation of these details as part of the development, thereby contributing to the provision of sustainable transportation options.

Construction Management Plan - Given the relationship of the site to neighbouring houses, it is considered that the undertaking of construction will need to be

appropriately managed. A pre-commencement condition has therefore been recommended to ensure the implementation of agreed details, including: the provision of site fencing; construction traffic management and vehicle routing and measures to control dust and mud on the surrounding public highway. On this basis, it is considered that measures can be put in place to satisfactorily safeguard residential amenity and highway safety.

Waste management - The applicant has demonstrated that the site has the capability and capacity to accommodate waste and recyclable material, which accords to current City Council guidance. The following bins and containers would be contained within the rear gardens and screened from the street by garden fences:

- 1 x mixed waste bin (grey);
- 1 x glass and plastic (green);
- 1 x cardboard / paper (blue);
- 1 x food caddy.

A condition has been recommended to ensure that the development is fully implemented in accordance with the submitted waste management arrangements, including the provision of the bin storage structures prior to the first occupation of the residential units, which shall be maintained in situ thereafter.

Noise - As stated, the site is relatively close to the Etihad and Academy Stadiums, which produce noise during events, which are predictable and not generally reflective of the predominant noise environment, which is predominantly residential and affected by noise from major roads. The applicant has provided supplementary information relating to additional sources that may affect the development. Given the limited sources of such noise, given the predominantly residential nature of the area, it is considered that the concerns of Environmental Health are capable of being addressed.

Air quality - The submitted air quality report identifies, the construction period as the most likely source of air pollution. The implementation of development in accordance with a construction management plan, as required by condition, would incorporate satisfactory air quality controls (during the construction period) thereby reducing this potential harmful impact. The air quality report also considers that the occupation of the proposed houses would have limited scope for traffic generation as the development would be limited to 23 houses. However, to offset any potential future impact on air quality, the applicant has been advised that a pre-occupation condition will be included to ensure the delivery of electric vehicle charging points for each property to an agreed specification. Given, the magnitude of the development, such measures are considered to be appropriate and a proportionate response to the maintenance of air quality.

Land conditions - The applicant has submitted a ground condition survey that has been assessed and gives assurance that issues relating to historic land contamination are capable of being addressed. A condition has been recommended to ensure that submission of additional details pertaining to the report and to ensure the implementation of an appropriate remediation strategy and all necessary mitigation works.

Flood risk and site drainage - The applicant has agreed to a pre-commencement condition relating to the provision of a scheme to be implemented in accordance with measures to secure sustainable site drainage. This condition would also respond to United Utilities request for the inclusion of sustainable site drainage. The applicant has submitted a revised FRA, which has been referred to the Environment Agency. It is also considered that issues relating to the impact of the development on increased flood risk can be addressed.

Tree removal and landscaping – The applicant has submitted a tree report that identifies the removal of 11 trees. As stated the applicant proposes to provide 70 replacement trees and 12 fruit trees. The proposed tree planting would include native and naturalised species and the inclusion of fruit trees being incorporated to aid bio-diversity and to allow residents to harvest resulting fruit. Avenues of trees are proposed to form a pedestrian route the open space and play area and open space. Wildflower planting, mounding and shrub planting would be utilised to provide defensible space to boundaries adjacent to the open space. The applicant has indicated that rear gardens would incorporate paving and grass seeding. Where appropriate retained and new trees would be incorporated into gardens of proposed houses particularly where there would be contribution to the quality of the streetscene. A condition has been recommended to ensure that the submitted detailed landscaping would implemented as part of the development and that it be supplement with details to be agreed in relation to its subsequent on-going maintenance. It is considered that the proposed arrangements would aid to the quality of the development and secure long term management to thereby deliver wider benefits to the amenity of the local community.

Ecology – A condition has been recommended relating the development to the findings of the submitted ecology report that would ensure the provision of:

- i. Bat and bird boxes;
- ii. Replacement tree planting;
- iii. Incorporation of native planting species within the landscaping scheme.

A condition has been included to prevent removal of the tree during bird nesting season. It is therefore considered that the development presents strong opportunities for bio-diversity enhancement.

Conclusion - The development would secure the residential use of a previously developed parcels of land. It is considered that a satisfactory quality of elevational design and the internal space would meet the Council's space criteria. Any potentially harmful impact of the development on residential amenity has been either addressed through the submitted details or is capable of being addressed by condition. The development would positively contribute to the supply of affordable family housing in the local area. The proposed development is therefore considered to be acceptable.

Human Rights Act 1998 considerations

– This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including

local residents, who have made representations) have the right to a fair hearing and to this end the Committee must give full consideration to their comments.

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

Recommendation: MINDED TO APPROVE subject to a s.106 Agreement to secure a retained contribution of affordable housing as part of the authorised development, the Environment Agency being satisfied with the additional flood risk information and no adverse comments being received from the Coal Authority.

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 applicant's agent engaged in pre-application discussions with officers. On-going dialogue throughout the consideration of the planning application has secured sufficient and satisfactory information that has allowed the planning application to be fully assessed. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area, be capable of achieving a high standard of urban design and add to the provision of affordable housing in the city.

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 (references to be included) and stamped as received by the City Council on: 15 November 2019, 29 November 2019, 9 January 2020 and 31 January 2020:

Planning application forms

Site Location Plan - 1914-GWP-01-01-DR-A-(PA) 0001 Rev P01

Site Topographical Survey - 1914-GWP-01-01-DR-A-(PA) 0002 Rev P01

Proposed Site Plan - 1914-GWP-01-01-DR-A-(PA) 0003 Rev P03
 Plot Boundaries and Sectionals - 1914-GWP-01-01-DR-A-(PA)-0004 Rev P03
 Footpath Diversions & Closures & Adoptions - 1914-GWP-01-01-DR-A-(PA)-0005 Rev P03
 Site Landscaping - 1914-GWP-01-01-DR-A-(PA)-0006 Rev P02
 Bike Storage - 1914-GWP-01-01-DR-A-(PA)-0008 Rev P01
 External Space / Landscaping - 1914-GWP-01-01-DR-A-(PA)-0009 Rev P03
 Boundary Treatment - 1914-GWP-01-01-DR-A-(PA)-0010 Rev P03
 Fencing and Brick Wall Details - 1914-GWP-01-01-DR-A-(PA)-0011 Rev P02
 Waste Management Strategy - 1914-GWP-01-01-DR-A-(PA)-0012 Rev P03
 Proposed Landscape and Urban Realm Improvements - 1914-GWP-01-01-DR-A-(PA)-0013 Rev P01
 Street Lighting - 1914-GWP-01-01-DR-A-(PA)-0014 Rev P01
 Contextual Street Elevations - 1914-GWP-01-01-DR-A-(PA)-0021 Rev P02 (1 of 2)
 Contextual Street Elevations - 1914-GWP-01-01-DR-A-(PA)-0022 Rev P02 (2 of 2)
 3-D Site View (From BIM) - 1914-GWP-01-01-DR-A-(PA)-0030 Rev P03
 Renders (From BIM) - 1914-GWP-01-01-DR-A-(PA)-0031 Rev P03
 Architectural Drawings - Block 1 - 1914-GWP-01-01-DR-A-(PA)-0051 Rev P02
 Architectural Drawings - Block 2 - 1914-GWP-01-01-DR-A-(PA)-0052 Rev P01
 Architectural Drawings - Block 3 - 1914-GWP-01-01-DR-A-(PA)-0053 Rev P01
 Architectural Drawings - Block 4 - 1914-GWP-01-01-DR-A-(PA)-0054 Rev P01
 Architectural Drawings - Block 5 - 1914-GWP-01-01-DR-A-(PA)-0055 Rev P01
 Architectural Drawings - Block 6 - 1914-GWP-01-01-DR-A-(PA)-0056 Rev P01
 Architectural Drawings - Block 7 - 1914-GWP-01-01-DR-A-(PA)-0057 Rev P01
 Architectural Drawings - Block 8 - 1914-GWP-01-01-DR-A-(PA)-0058 Rev P01
 Architectural Drawings - Block 9 - 1914-GWP-01-01-DR-A-(PA)-0059 Rev P01
 Architectural Drawings - Block 10 - 1914-GWP-01-01-DR-A-(PA)-0060 Rev P01
 Typical 2B/3P House Layout - 1914-GWP-01-01-DR-A-(PA)-0071 Rev P01
 Typical 3B/4P House Layout 1914-GWP-01-01-DR-A-(PA)-0072 Rev P01
 Response to Planning Comments - (ref 125474/FO/2020) for One Manchester by Eco Res/ GWPA Ref: (299)1914-GWP-01-XX-PP-A-1B-Response Rev P01
 Tree Survey and Root Protection Area Ref: 6039a.01B
 Mayton Street Tree Survey Report (Revision B) by TBA Landscape Architects dated August 2019 Ref: PD/6039b/TSR/Rev B/AUG19 (Revised November 2019)
 Design and Access Statement for One Manchester – Mayton Street by Eco Res/ GWPA Ref: (299)1914-GWP-01-XX-PP-A-1B-D&A Rev P02 dated 27 November 2019
 Energy Statement, Mayton, PA1422 Rev A dated November 2019 by TACE and stamped as received by the City Council, as Local Planning Authority, on 15 November 2019
 Preliminary Ecological Appraisal at land off Thames Close
 Manchester Greater Manchester M11 2FG Ref: UES02679/01 by United Environmental Services Ltd dated 4 September 2019
 Air Quality Assessment - Mayton Street, Beswick for One Manchester Reference: 3049-2r1 by Redmore Environmental dated: 30th August 2019
 Proposed residential development at Mayton Street in Openshaw, Manchester (23 affordable dwellings) Transport Statement by VTC (Highway & Transportation Consultancy) dated 29 November 2019
 Crime Impact Statement: Mayton Street for: GWP Architecture Version A dated 7 November 2019 URN: 2019/0470/CIS/01

Affordable Housing Statement for Mayton Street by One Manchester dated October 2019

Profroma for Planning Applications Waste Management Strategy dated 8 October 2019

Email for GWP Architecture confirming that doors provide the main front and rear access to each of authorised houses will achieve accessible thresholds in accordance with Building Regulations Part M (2) 2.20 d-i.

Letter to GWP Architecture from Druk Ltd relating to acoustic attenuation dated 9 January 2020

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

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development and external hard surfaces have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ 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, as specified in policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of document referenced: Crime Impact Statement: Mayton Street for: GWP Architecture Version A dated 7 November 2019 URN: 2019/0470/CIS/01. The development shall only be carried out in accordance with these approved details and occupation or use shall not commence until the City Council as local planning authority has acknowledged, in writing, that it has received written confirmation of 'Secured by Design' accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

5) The planning permission hereby granted relates to the formation of 10 x two bedroom, 3 person houses and 13 x three bedroom, 4 person houses (Class C3) as shown on the approved drawings.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) 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 residential units 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 2015, 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) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs 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 the provision of accommodation that is suitable for people living as families pursuant to paragraph 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 Core Strategy for the City of Manchester.

7) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches or outbuildings shall be erected other than those expressly authorised by this permission.

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

8) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

Proposed Site Plan - 1914-GWP-01-01-DR-A-(PA) 0003 Rev P03
 Contextual Street Elevations - 1914-GWP-01-01-DR-A-(PA)-0021 Rev P02 (1 of 2)
 Contextual Street Elevations - 1914-GWP-01-01-DR-A-(PA)-0022 Rev P02 (2 of 2)
 3-D Site View (From BIM) - 1914-GWP-01-01-DR-A-(PA)-0030 Rev P03
 Renders (From BIM) - 1914-GWP-01-01-DR-A-(PA)-0031 Rev P03
 Architectural Drawings - Block 1 - 1914-GWP-01-01-DR-A-(PA)-0051 Rev P02
 Architectural Drawings - Block 2 - 1914-GWP-01-01-DR-A-(PA)-0052 Rev P01
 Architectural Drawings - Block 3 - 1914-GWP-01-01-DR-A-(PA)-0053 Rev P01
 Architectural Drawings - Block 4 - 1914-GWP-01-01-DR-A-(PA)-0054 Rev P01
 Architectural Drawings - Block 5 - 1914-GWP-01-01-DR-A-(PA)-0055 Rev P01
 Architectural Drawings - Block 6 - 1914-GWP-01-01-DR-A-(PA)-0056 Rev P01
 Architectural Drawings - Block 7 - 1914-GWP-01-01-DR-A-(PA)-0057 Rev P01
 Architectural Drawings - Block 8 - 1914-GWP-01-01-DR-A-(PA)-0058 Rev P01
 Architectural Drawings - Block 9 - 1914-GWP-01-01-DR-A-(PA)-0059 Rev P01
 Architectural Drawings - Block 10 - 1914-GWP-01-01-DR-A-(PA)-0060 Rev P01
 Typical 2B/3P House Layout - 1914-GWP-01-01-DR-A-(PA)-0071 Rev P01
 Typical 3B/4P House Layout 1914-GWP-01-01-DR-A-(PA)-0072 Rev P01

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

9) Before the occupation of the development windows to bathrooms / wet rooms as so indicated on the approved drawings ref:

Proposed Site Plan - 1914-GWP-01-01-DR-A-(PA) 0003 Rev P03
 Contextual Street Elevations - 1914-GWP-01-01-DR-A-(PA)-0021 Rev P02 (1 of 2)
 Contextual Street Elevations - 1914-GWP-01-01-DR-A-(PA)-0022 Rev P02 (2 of 2)
 3-D Site View (From BIM) - 1914-GWP-01-01-DR-A-(PA)-0030 Rev P03
 Renders (From BIM) - 1914-GWP-01-01-DR-A-(PA)-0031 Rev P03
 Architectural Drawings - Block 1 - 1914-GWP-01-01-DR-A-(PA)-0051 Rev P02
 Architectural Drawings - Block 2 - 1914-GWP-01-01-DR-A-(PA)-0052 Rev P01
 Architectural Drawings - Block 3 - 1914-GWP-01-01-DR-A-(PA)-0053 Rev P01
 Architectural Drawings - Block 4 - 1914-GWP-01-01-DR-A-(PA)-0054 Rev P01
 Architectural Drawings - Block 5 - 1914-GWP-01-01-DR-A-(PA)-0055 Rev P01
 Architectural Drawings - Block 6 - 1914-GWP-01-01-DR-A-(PA)-0056 Rev P01
 Architectural Drawings - Block 7 - 1914-GWP-01-01-DR-A-(PA)-0057 Rev P01
 Architectural Drawings - Block 8 - 1914-GWP-01-01-DR-A-(PA)-0058 Rev P01
 Architectural Drawings - Block 9 - 1914-GWP-01-01-DR-A-(PA)-0059 Rev P01
 Architectural Drawings - Block 10 - 1914-GWP-01-01-DR-A-(PA)-0060 Rev P01
 Typical 2B/3P House Layout - 1914-GWP-01-01-DR-A-(PA)-0071 Rev P01
 Typical 3B/4P House Layout 1914-GWP-01-01-DR-A-(PA)-0072 Rev P01

shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

10) Before the occupation of the authorised development, full details and specifications of all off-site highways works, including footpath reinstatement to Beede Street, Mayton Street and Herne Street shall be submitted to and approved in writing by the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

11) Before the occupation of the authorised development, the alley positioned adjacent to the western and northern boundaries of 31 to 47 Herne Street shall be gated in accordance with the details of the drawings referenced: Boundary Treatment - 1914-GWP-01-01-DR-A-(PA)-0010 Rev P03. The development shall be fully implemented prior to the first occupation of any part of the development and maintained in situ thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

12) The development is to be undertaken in accordance with the waste management strategy comprising documents referenced: Planning application - Waste Management Strategy Pro Forma dated 8 October 2019 and Design and Access Statement for One Manchester – Mayton Street by Eco Res/ GWPA Ref: (299)1914-GWP-01-XX-PP-A-1B-D&A Rev P02: Section 5.3 Waste Strategy and drawing referenced: Waste Management Strategy - 1914-GWP-01-01-DR-A-(PA)-0012 Rev P03. The agreed arrangement including the associated bin storage structures shall be implemented in full prior to the first occupation of the authorised houses and maintained in situ thereafter.

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

13) Before the occupation of the authorised development, details of the design and appearance of the proposed segregated recycling bin enclosures (as shown on drawing ref: Waste Management Strategy - 1914-GWP-01-01-DR-A-(PA)-0012 Rev P03) shall be submitted to and approved in writing by the City Council and local planning authority. The approved details shall be fully implemented as part of the agreed waste management strategy prior to the occupation of the development and maintained in situ thereafter.

14) Before the occupation of the authorised development, car parking areas shown on drawing Proposed Site Plan - 1914-GWP-01-01-DR-A-(PA) 0003 Rev P03 shall be surfaced and made available for use. The car parking spaces shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

15) Before the occupation of the authorised development, the cycle storage arrangements as shown on drawings referenced: Proposed Site Plan - 1914-GWP-01-01-DR-A-(PA) 0003 Rev P03 and Bike Storage - 1914-GWP-01-01-DR-A-(PA)-0008 Rev P01 shall be fully implemented and retained in situ thereafter.

Reason - In the interests of residential amenity and to encourage the adoption of sustainable transportation options, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

16 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 for the City of Manchester and the National Planning Policy Framework.

17) 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:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

18) No removal or other work to trees and or hedges shall be undertaken in the main bird breeding season (March to July inclusive), unless nesting birds are found to be absent, by a suitably qualified person.

Reason - To safeguard local bio-diversity and nature conservation pursuant to policy EN15 of the Core Strategy for the City of Manchester.

19) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority relating to the provision, position and specification electricity vehicle charging points to each house. The development shall be fully implemented in accordance with the approve scheme prior to the occupation of the authorised houses and maintained in situ thereafter.

Reason - In the interests of residential amenity and the contribute to the reduction of carbon emissions and improve air quality pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

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

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

21) The development hereby approved shall be carried out in accordance with document ref: Energy Statement, Mayton, PA1422 Rev A dated November 2019 by TACE and stamped as received by the City Council, as Local Planning Authority, on 15 November 2019 and stamped as received by the City Council, as Local Planning Authority, on the 13 November 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, T2, EN4, EN8 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

22) Notwithstanding the details of the document ref: Energy Statement, Mayton, PA1422 Rev A dated November 2019 by TACE and Design and Access Statement for One Manchester – Mayton Street by Eco Res/ GWPA Ref: (299)1914-GWP-01-XX-PP-A-1B-D&A Rev P02 dated 27 November 2019 and prior to their installation details of any photovoltaic panels to be fitted to the exterior roof planes of the

authorised houses, as part of the development, shall be submitted to and approved in writing by the City Council as local planning authority. The authorised photovoltaic panels shall be implemented in accordance with the approved details to a timescale agreed as part of the submitted scheme and maintained in situ thereafter.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1, T2, EN4, EN8 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

23) Notwithstanding the details of drawing ref: Boundary Treatment - 1914-GWP-01-01-DR-A-(PA)-0010 Rev P03 and Fencing and Brick Wall Details - 1914-GWP-01-01-DR-A-(PA)-0010 Rev P02 and before the occupation of the authorised houses comprehensive details relating to the height, specification and appearance of all boundary walls, fences and gates, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the agreed details prior to occupation of the authorised houses and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

24) Before the occupation of the authorised development, details of the design, specification and appearance of the three park benches as shown on drawing referenced: Proposed Landscape and Urban Realm Improvements - 1914-GWP-01-01-DR-A-(PA)-0013 Rev P01. The development shall be fully implemented in accordance with the agreed details prior to occupation of the authorised houses and maintained in situ thereafter.

Reason – In the interest of residential amenity pursuant to SP1 and DM1 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

25) Before the occupation of the authorised development, details of the appearance and specification of the lighting columns, as shown on drawing referenced Street Lighting - 1914-GWP-01-01-DR-A-(PA)-0014 Rev P01 shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full to timescale agreed in writing by the City Council as local planning authority and maintained in situ thereafter.

Reason – In the interest of residential amenity pursuant to SP1 and DM1 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

26) Before the occupation of the authorised development, a scheme relating to the maintenance of street furniture and lighting, as detailed on approved drawings:

Proposed Landscape and Urban Realm Improvements - 1914-GWP-01-01-DR-A-(PA)-0013 Rev P01

Site Landscaping - 1914-GWP-01-01-DR-A-(PA)-0006 Rev P02
 Street Lighting - 1914-GWP-01-01-DR-A-(PA)-0014 Rev P01

shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full to timescale agreed in writing by the City Council as local planning authority and maintained in situ thereafter.

Reason – In the interest of residential amenity pursuant to SP1 and DM1 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

27) Before the occupation of the authorised development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority, relating to the maintenance of the hereby approved open space, footpaths, tree planting and landscaping details to the communal open space as specified on drawing referenced:

Site Landscaping - 1914-GWP-01-01-DR-A-(PA)-0006 Rev P02
 Bike Storage - 1914-GWP-01-01-DR-A-(PA)-0008 Rev P01
 External Space / Landscaping - 1914-GWP-01-01-DR-A-(PA)-0009 Rev P03

The approved landscaping scheme shall be fully implemented during the first full planting scheme following the occupation of the development and maintained in situ thereafter in accordance with the approved landscape maintenance scheme. 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 for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125474/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:

The Coal Authority
 Highway Services
 Environmental Health

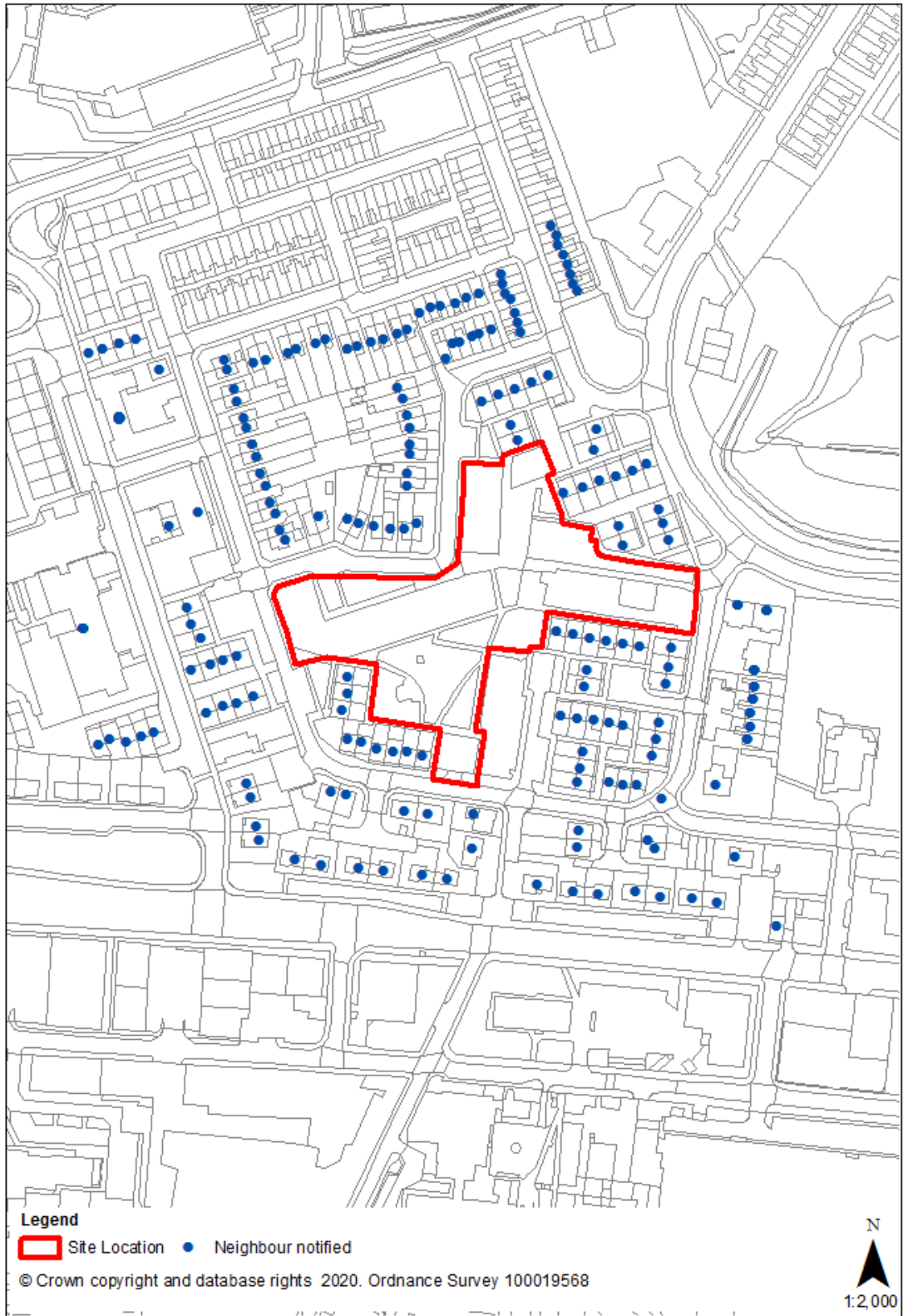
Neighbourhood Team Leader (Arboriculture)
Corporate Property
Parks & Events
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Greater Manchester Ecology Unit

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:

A petition signed by 17 residents
6 Rook Street Manchester
5 Flavian Walk Manchester

Relevant Contact Officer : Carl Glennon
Telephone number : 0161 234 4530
Email : c.glennon@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
124972/FO/2019	4th Oct 2019	13th Feb 2020	Piccadilly Ward
and 125248/FO/2019	24 th Oct 2019		

Proposal	124972/FO/2019- Phased creation of circa 2.4 ha (6 acres) of public park, including hard and soft landscaping and new bridges across the River Medlock; erection of 9 storey office development above basement with mezzanine and plant level (Class B1) with ground floor Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) B1 (Office) uses, rooftop amenity spaces and terrace levels, associated public realm and riverside walkway; erection of 11 storey Multi-Storey Car Park to provide 581 car parking spaces with associated landscaping; highways and infrastructure works including the creation of new junction from London Road to provide access to the multi-storey car park (MSCP) (Use Class Sui Generis); works to Baring Street, stopping up of Bond Street and Nether Street (alongside associated Traffic Regulation Orders to manage unrestricted parking to Buxton Street, Berry Street and Travis Street (to be delivered and implemented prior to the MSCP becoming operational)) alongside enabling works comprising phased demolition and site clearance, earthworks including re-profiling and construction of retaining walls for the land bounded by the Mancunian Way to the south, Mayfield Depot to the north, Baring Street to the west and Hoyle Street to the east
Location	Land Bounded By Mayfield Depot Building, Hoyle Street, Mancunian Way (A635), Baring Street, Buxton Street & Berry Street (inclusive) & McDonald Hotel Along With Associated Roads & Junctions, Manchester, M1 2AD
Proposal	125248/FO/2019- Erection of 13 storey building (including ground and mezzanine) comprising office space (Use Class B1) above flexible uses at ground and mezzanine levels (Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) , /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) with rooftop amenity spaces and external terrace levels, internal ancillary storage spaces for waste, cycles, rooftop plant, back of house functions and associated landscaping works.
Location	Land Adjacent To Mancunian Way (former Mayfield Goods Yard), Baring Street Office 2 , Manchester, M1 2AD
Applicant	Mayfield Development Partnership LP, The Gatehouse, 11 Baring Street, Manchester, M1 2PY,
Agent	Mrs Katie Wray, Deloitte, 2 Hardman Street, Manchester, M3 3HF

Background



Image of site Jan 20



2018 SRF Framework Plan

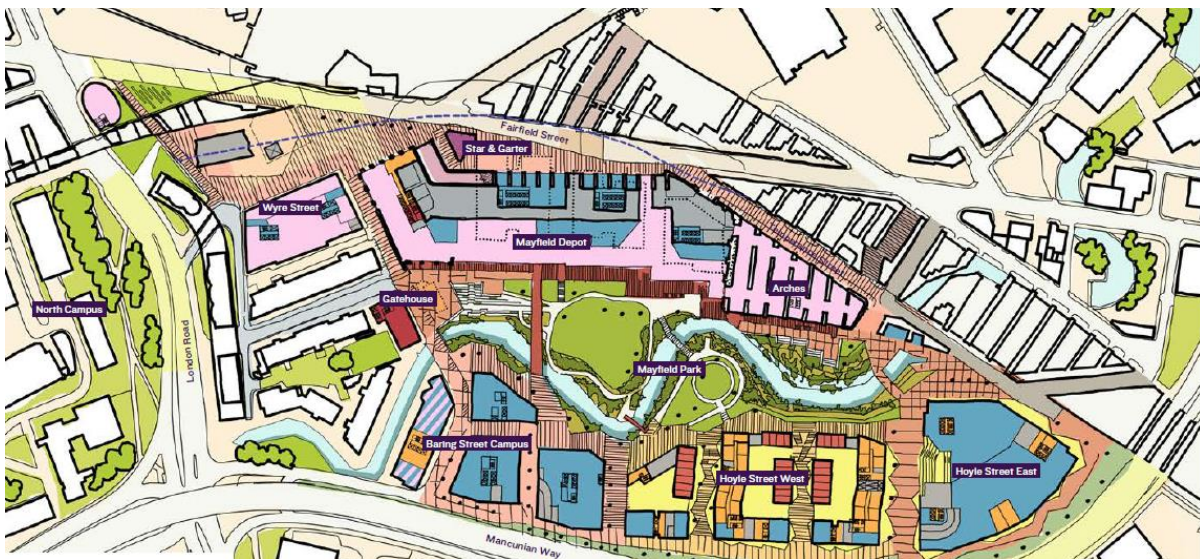
Mayfield is bounded by Fairfield Street, Temperance Street, the Mancunian Way and London Road (A6) and is 12ha (30acres) in extent. A Strategic Regeneration Framework (SRF) endorsed in 2010, set out a vision to create a commercially led mixed-use neighbourhood within a high quality environment, including a new city

centre park. It sought to enhance connectivity and deliver regeneration benefits. It was updated in 2014 to strengthen connections to Piccadilly station and create a stronger gateway to the City Centre, building on the Northern Hub rail expansion and act as a catalyst for the regeneration anticipated as a result of HS2.

The applicants were appointed in 2016 to develop the area and they produced a revised SRF which responded to the evolving market and regeneration context. It seeks to capitalise on the areas assets heritage including, the Depot and the River Medlock and the proximity of the transport network. It is a material consideration in determining any application in the area.

The phased development of Mayfield should deliver a commercially led mixed-use area comprising a new park, 154,800 sq m of office space, 1500 homes, a hotel and retail and leisure facilities. This should create up to 10,000 office, retail, leisure and construction jobs and regeneration benefits that would drive economic growth. Public spaces and routes would improve permeability and movement. The SRF has been broken down into developable sub-areas and these applications relate to the Park and areas around Baring Street where office uses are envisaged.

Meanwhile uses over the past two years have commenced the process and have introduced economic and social activity.

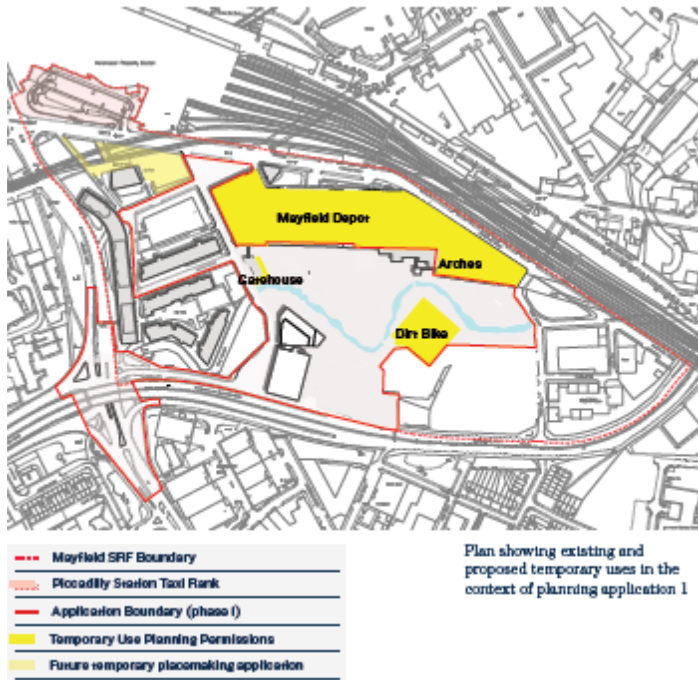


Mayfield SRF sub areas plan

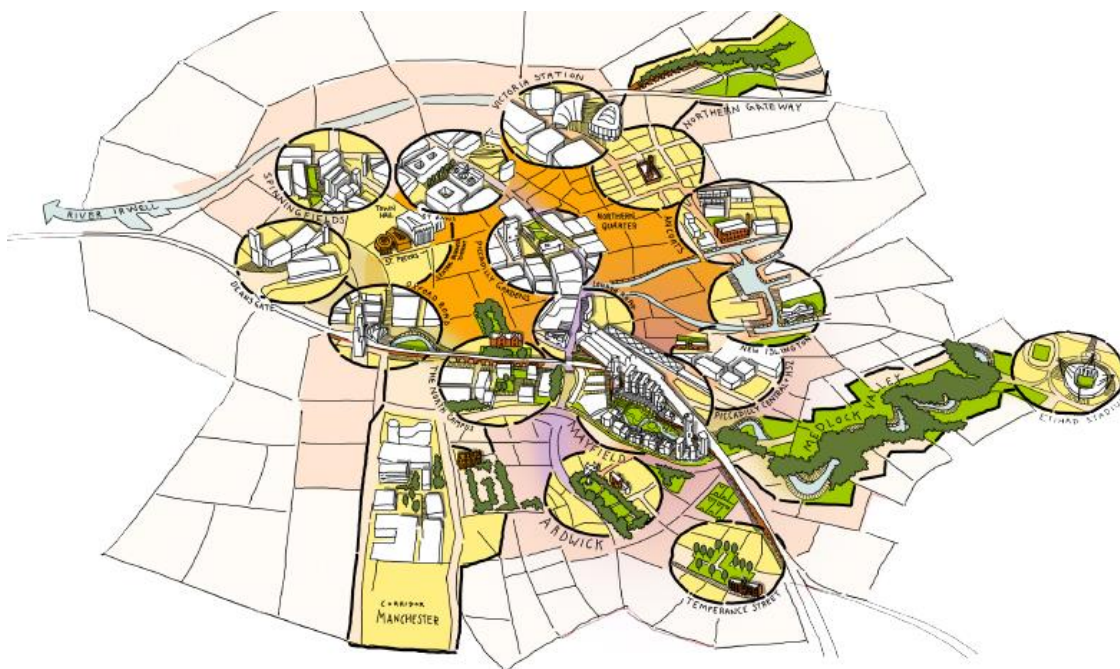
The detailed design of this first phase has been informed by a number of constraints. The railway viaducts and the Mancunian Way limit north-south pedestrian and vehicular movement and limit views into the area which is perceived as being detachment and isolated from its surroundings. The pedestrian crossing points to Ardwick are uninviting to pedestrians and cyclists. There is some congestion on Fairfield Street, Temperance Street and Baring Street which creates an inhospitable environment around the northern part of the site and Hoyle Street is used as a cut through.

There are level changes across Mayfield with the lowest being the valley of the river. The land rises towards the edges. Lower lying areas have a high risk of flooding with

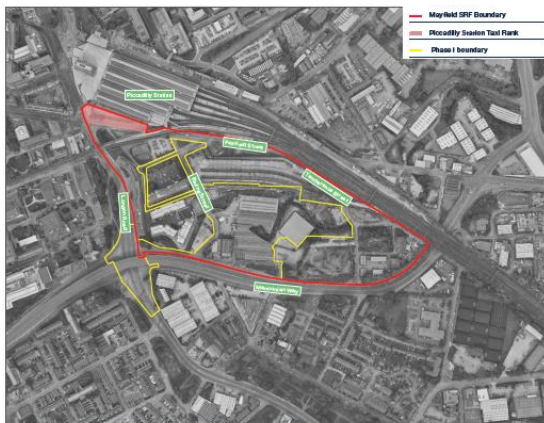
other areas having a medium probability. The river walls are crumbling with dense vegetation, including Japanese Knotweed and two sections are culverted. The Depot is on higher ground and the southern elevation has added on structures such as ramps, canopies and gantries. A ramp on the northern elevation provides maintenance and servicing access to the rail network.



There are number of regeneration areas in the immediate vicinity such as: Manchester Piccadilly SRF; Piccadilly Basin SRF; North Campus SRF; Aytoun Street "Kampus" SRF; Ardwick Green NDF;



Description of Site



Illustrative diagram showing Mayfield SRP boundary and phase 1 application boundary
The aerial picture of Mayfield Site is for reference only as it does not reflect the current



Illustrative diagram showing Mayfield SRP Phase 1 boundary (includes Applications 1 and 2)

The aerial picture of Mayfield Site is for reference only as it does not reflect the current conditions of the site.
Source: Google Earth
Date: 19/04/2018

Phase 1 (a) Site plan Phase 1(b) Site Plan The applications are in an area of 5.41 ha bounded by the Depot, Hoyle Street, the Mancunian Way and Baring Street. The boundary extends to the London Road junction with Baring Street to include road improvements. The sites are identified as the Park and the Baring Street Campus.

The former railway arches on Temperance Street are occupied by workshops, storage spaces and meanwhile uses. Much of the rest of the area has low rise warehouse and industrial units, open land and car parking. The River Medlock is culverted in parts with is self-seeded, self-established planting in the River, mostly growing out of river walls and some invasive species such as Japanese knotweed.

To the west is the Macdonald Hotel and purpose built student accommodation and the area forms an important link to the North Campus.

Site preparation works have progressed including demolition.

The site is not within a Conservation Area and has no listed buildings but the depot is a non-designated heritage asset. The nearest listed buildings are the Star and Garter Public House and Piccadilly Station (both Grade II) and London Road Fire Station (Grade II*).

The following industrial/heritage features help to form the site's character Baring Street stepped boundary walls; hexagonal concrete bollard at gatehouse entrance; Baring street bridge balustrade and piers, including coat of arms detail; cobbled paving adjacent to the gatehouse building and south of the arches; a metal footbridge; and, all stone and brick materials found on site.

The majority of the site is in Flood Zone 2, with a medium probability of flooding of between 1 in 100 and 1 in 1,000 years. The north is partially in Flood Zone 3 with a high probability of flooding of 1 in 100 or greater.

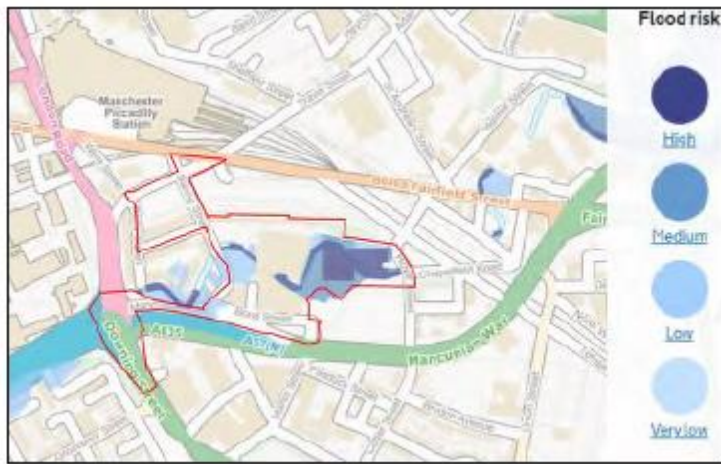
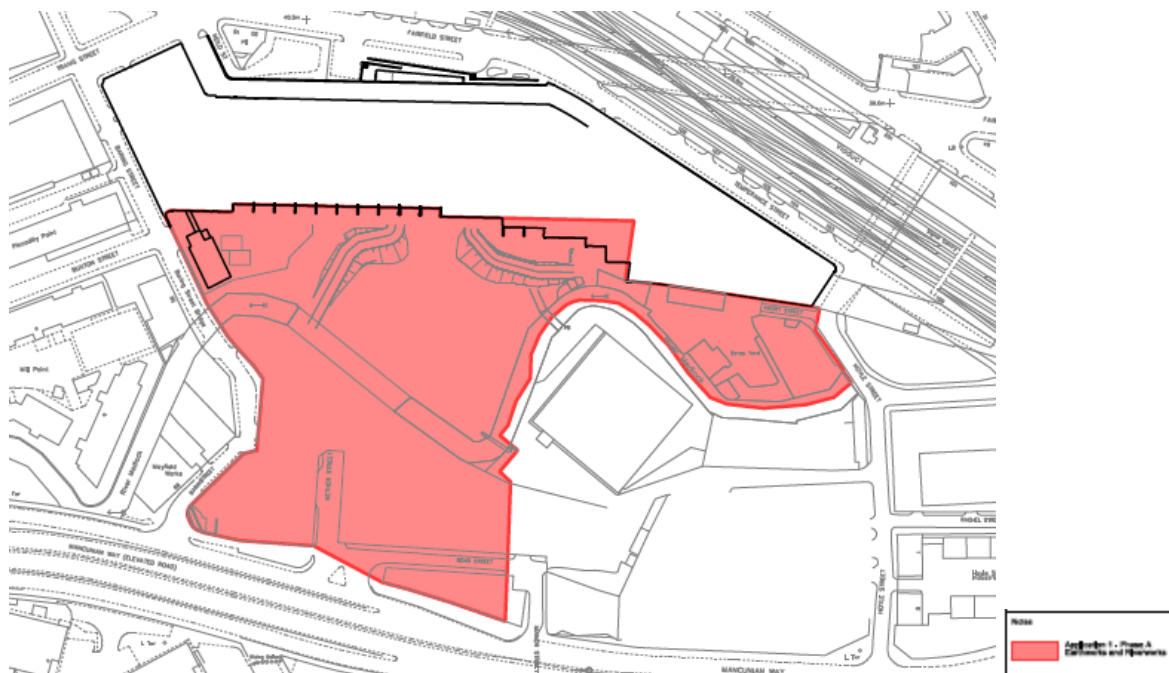


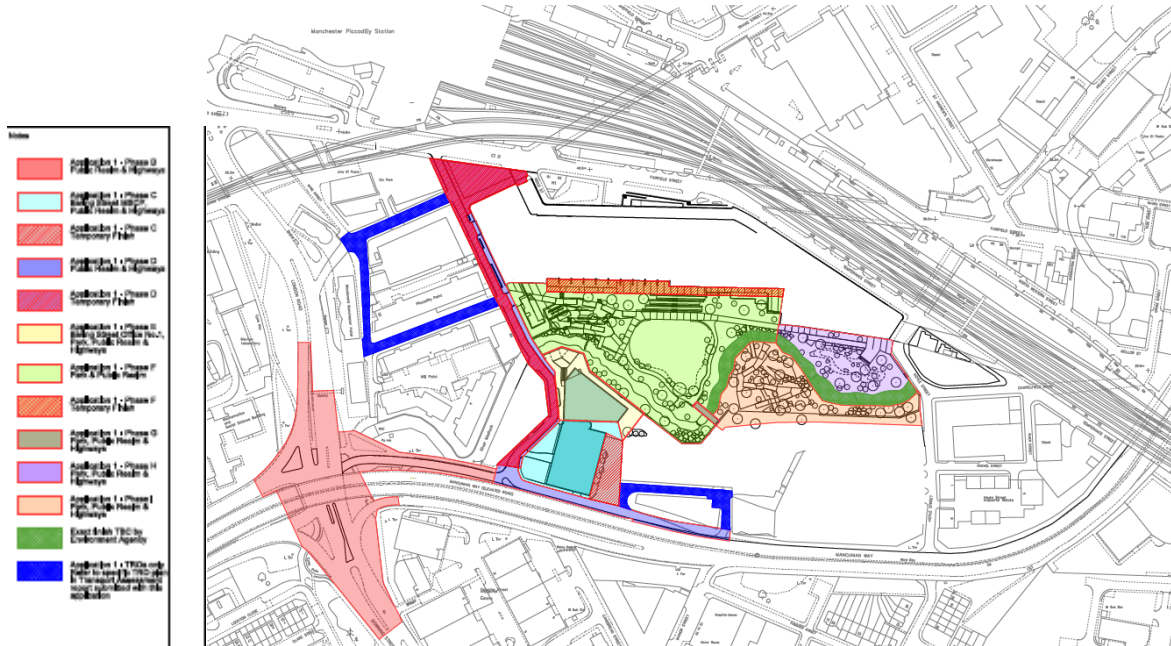
Figure:	11.1		
Title:	Environment Agency Flood Map for Planning – Risk of flooding from rivers (from https://flood-warning-information.service.gov.uk/long-term-flood-risk/map accessed 08/09/19)		
Project:	Mayfield Phase 1		
Date:	09/09/19	Scale:	NTS

Description of Proposals

Phase A



Phase B to I



Application 124972/FO/2019 Baring Street Office 1 proposes the creation of the first phase of the park, an office building and a Multi-Storey Car Park. The park would be around 2.4 ha (6 acres) and would be delivered on a phased basis. It would include hard and soft landscaping and new bridges across the River Medlock.

The office building would be nine storeys with around 10,000 sq.m of floorspace. It would be 39m high and have a basement, mezzanine and plant level with active uses on the ground floor including class A1, A2, A3, A4, B1. There would be rooftop amenity space and terraces and it would deliver public realm and part of the riverside walkway. The Multi-Storey Car Park would be 11 storeys with 581 spaces. It would be 33m high and provide some landscaping.

A new access from London Road would provide access to the car park with works to Baring Street. Bond Street and Nether Street would be stopped up and Traffic Regulation Orders would manage unrestricted parking to Buxton Street, Berry Street and Travis Street. Enabling works are required including demolition, site clearance, earthworks including re-profiling and construction of retaining walls. Other structures, such as the river walls, would be demolished and replaced to improve the area around the River that is subject to flooding. There would be highway works to Baring Street.



Application 125248/FO/2019 Baring Street Office 2: -. proposes the erection of a 13 storey office building with 30,000 sqm of floorspace. It would be 59 m high with active uses on the ground and mezzanine floors including A1, A2, A3, A4 /D1 and D2 and (Cinema)/ Theatre (Sui Generis)). It would have rooftop amenity spaces and external terraces and landscaping. A bridge linking this part of the site with the Park would be delivered prior to the occupation of this building.



Mayfield Park and Baring Street Public Realm

The Park would create a large green, natural area with spaces that have a different character. This phase would deliver 6 acres of park with 146 trees; 11300m² of soft landscape and 5000m² of riverside habitat; a terrace with rain garden planting; south facing seating/steps with a capacity of circa 500 people; a riverside walkway; a wetland boardwalk; play opportunities for children; opportunities for play and exercise and lawns. 365m of river would be opened up with routes provided for different users. There would be intimate seating in shaded and sunny locations and wildlife and ecology focused spaces.

Hard landscaping in the park and on Baring Street and Fairfield Street would be a combination brushed concrete with an exposed aggregate and blue and red clay paving. Areas of cobbles would be retained and other areas would have self-binding gravel and recycled rubber (play spaces). Steel, concrete and timber would be used for structural elements. Weathered steel grating would be used at the riverside jetty points and the retaining walls at the south of the Park would be clad with sheet steel.

The design of the Park and its equipment has considered the needs of everyone including older people, disabled people and families.

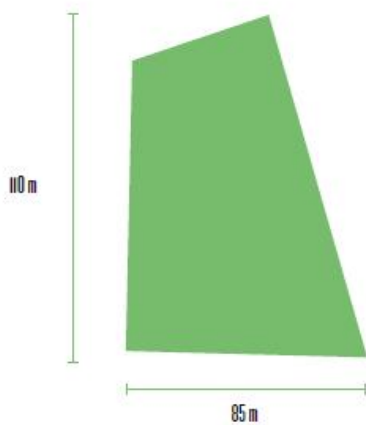


The Depot would be an integral part of the park, with the boundary between outdoor, indoor and platform spaces blurred. Paths would provide access between the Depot and the park.

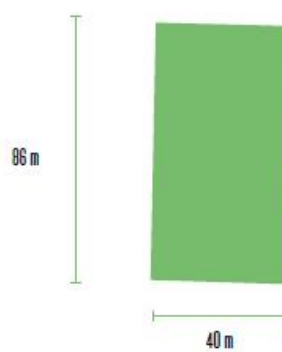
The spaces at the west end of the park would have a terraced garden, a large lawn and south facing seating. The East end would be less formal with planting and habitats blurring the boundaries of different spaces. The trees would be a mixture of native and non-native species. There would be a more formal and ornamental approach where buildings and streets interface with the Park.

Opportunities would be provided for roosting, nesting and overwintering for bats, birds and invertebrates. Soft and bio-engineered river edges and riffles/pools and increased oxygenation of water would create habitat for fish and invertebrates.

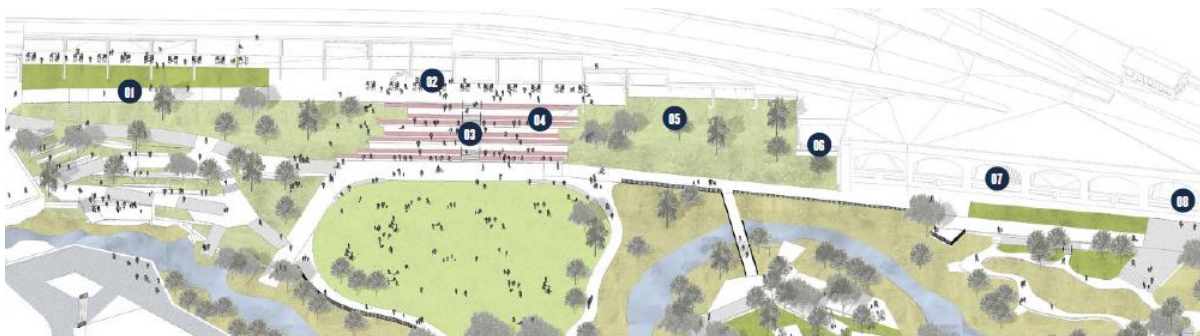
The plan below compares the Park to other spaces in the City Centre.



Peccadilly Gardens



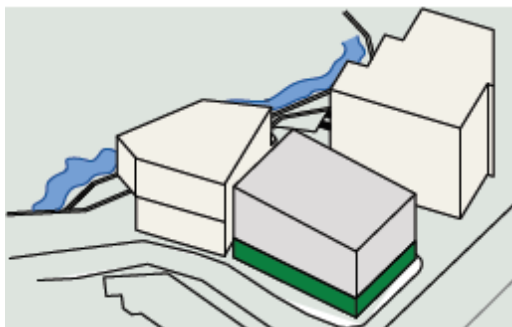
Albert Square



The park would be delivered in 4 phases which would come forward in tandem with the delivery of adjacent plots in the SRF.

Trees and soft and hard landscaping are included with each building plot, including a square at the junction of Baring Street and Fairfield Street. Highway works are proposed at Baring Street, London Road and Fairfield Street.

The Mayfield Partnership would manage the Park which would be governed by the same rules and regulations as if it were publicly owned and abide by the bye laws and arrangements of the City Council's own parks. The management company would liaise closely with the City Council and Greater Manchester Police.



Baring Street Office 1

This 9 storey building would be at the junction of Baring Street and the Mancunian Way slip road on a triangular plot. It would have a double height entrance and reception with a mezzanine level. There would be a commercial/office unit on the ground floor and amenity space facing the park and Baring Street. There would be a substation and refuse store with back of house facilities including cycle parking, showers and plant in the basement. The first floor would be a mixed-use/flexible space for office, meeting or conference facilities and breakout space. An external terrace at level 4 would have planting / green roof. The main roof would have a plant enclosure with a biodiverse green / brown roof.

The building would have a stepped and angular form with façades facing the park, the depot, Baring Street and the approach from Piccadilly. The elevations would use dark corrugated anodised aluminium with timber screening and glazing at the ground floor.

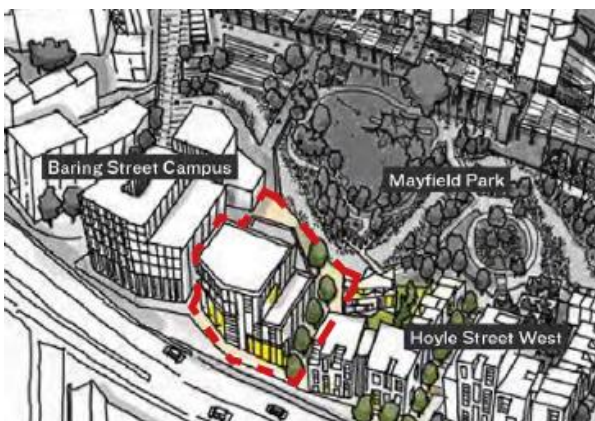


This scheme would include areas of riverside walkway and a public space of 500sqm, with hard and soft landscaping and seating.



There would be 88 cycle parking spaces with at least one shower per 10 cycles with 88 lockers and a drying room. This provision would be in line with current British Council for Offices (BCO) and BREEAM guidance. Servicing and refuse collection would be from a lay-by on Baring Street.

Baring Street Office 2



The site is adjacent to the proposed MSCP and the Mancunian Way. The reception would be open to the public and would be accessed from the park and the Mancunian Way. The building would have a stepped form with 8, 11 and 13 storey elements with a double height ground floor. The elevations would have a tripartite subdivision. The ground and mezzanine levels would be adaptable and flexible. A substation, plant rooms and refuse store would be at ground floor. Cycle parking would be on the mezzanine level.

The building would be in a prominent position. It would be chamfered at levels 1 to 6 to maximise views of the park. There would be external terraces at levels 5, 6, 7, 8 and 9 with a large terrace at level 10. Levels 10 and 11 would also have small external covered terraces to the north east.

The elevations would use a mix of green metalwork, forming projecting mullions and transoms, and corrugated profile panelling and glazing. The columns at the base of the building would be pre-cast with large format double height glazing. There would be 214 cycle parking spaces, plus showers and lockers.

Parts of the riverside Walkway and a bridge link from the Park would be delivered with this plot.



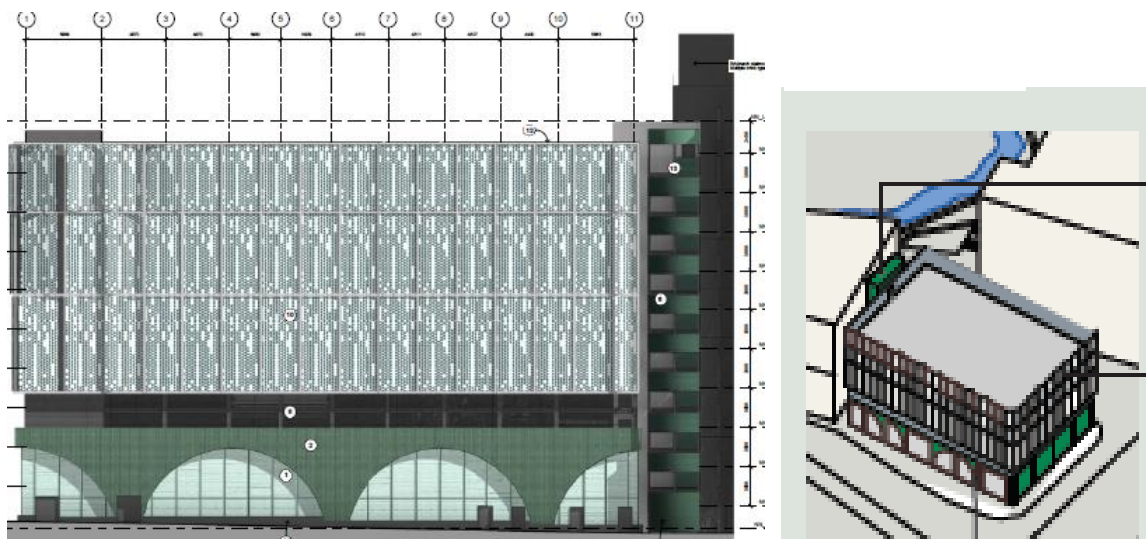


380 unregulated on street parking spaces would be removed through TRO's and a controlled parking zone would be introduced. A Temporary Uses Strategy sets out how these phase 1 proposals would be delivered in conjunction with the worthwhile uses, and would not disrupt servicing, waste collections, traffic management and pedestrian safety.

Phasing plans delineate areas that would be delivered under each phase. Temporary treatments are identified for future development sites and the final details would be secured by a condition.

All servicing would be via an access route to the west of the building.

Multi-Storey Car Park (MSCP)





This would contain 581 spaces including 21 accessible bays and 60 electric vehicle charging points, which could in future be increased to 130. It would provide the majority of the areas parking provision, with the exception of spaces for disabled people which would be provided at each plot. This location is closest to the main highway network to ensure that most streets and spaces around the SRF are pedestrian friendly.

Access to the car park would be from the Mancunian Way via Baring Street with egress via Baring Street. There would be mesh arches at the lower levels with green walls. The upper levels would have a perforated 'veil' formed by expanded aluminium mesh and perforated panels. The pattern references a Hoyle designed fabric with a simple, contemporary pattern of vertically aligned circles. A feature' stair core, clad in red steel grating, would be next to the adjacent Office.

Public realm around the MSCP includes a temporary wild flower meadow, pending the realignment of Baring Street, semi mature trees and low level planting. Tree pits and planters would be designed to manage surface water run-off.

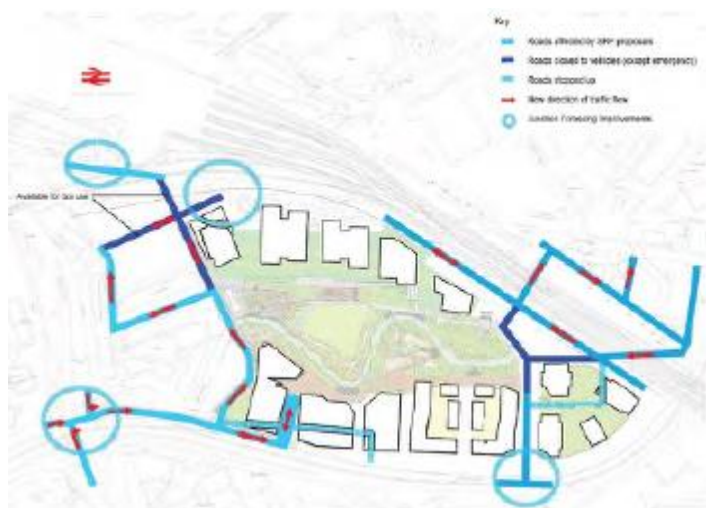
The number of electrical charging points in the MSCP could be increased by up to 130 spaces but this would require a larger substation to allow charging points to be used simultaneously.

Highways Works

It is necessary to ensure that there is sufficient room for cars, cyclists and pedestrians and amendments are proposed that will ultimately be subject to TRO's. This is highlighted in below.

A change to the slip road would allow vehicles to access from London Road to the Mancunian Way on a one way basis and provide direct access to the MSCP from London Road.

A waste strategy would inform operational waste strategies. Waste would be split into: General Waste; Paper / Card; Glass/ Plastic/ Cans; and Food. 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).



General Maintenance -The Mayfield Partnership would appoint a management company as a point of reference for all tenants and to manage and maintain all public and private spaces.

Events and Events Management - The Park could accommodate a range of events and an Events Strategy and Event Management Plan for the Park would be secured through a condition.

Sustainable Urban Drainage would be included in the public realm and green infrastructure would manage surface water runoff as close to its source as possible in line with the Suds drainage hierarchy. This could include infiltration management through permeable surfaces, rain gardens, soakways and infiltration trenches.

The first phase of development would involve demolition and site clearance, earthworks including re-profiling and the construction of retaining walls. There is a need for extensive and comprehensive remediation and flood risk mitigation works. This phase would create raised development plots above the flood plain.

The second phase involves amendments to London Road to accommodate a right hand turn lane into the city and facilitate cross junction movements, including traffic light resequencing works.

Whilst the phases are broadly sequential, the phases would crossover to expedite delivery.

12 trees would be removed as part of the development.

3 advert hoardings would be removed from the site adjacent to the Mancunian Way as the land is developed and as leases expire and further applications come forward.

In support to the proposals the applicants have stated the following:

- The development would capitalise on the substantial progress made since U+I Group were selected as the preferred development partner in 2016. The meanwhile uses have been a pathway to permanent development. .

- The development of Mayfield will contribute a significant proportion to the target of creating 42,600 jobs in the City by 2034 taking the total employment level towards 430,000. The forecast employment growth would be in sectors with higher than average GVA. This requires an integrated, strategic and efficient use of land. Phase one would deliver a significant number of jobs and enable the delivery of a new city centre park providing significant economic, social and environmental benefits for the local and regional economy.
- The significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location would be a catalyst for further development.
- Mayfield should be a beacon of socially-just and rapid environmental transition, delivered through a viable, commercially-led development. It should capture investor and occupier demand for space that make a positive and purposeful contribution to social and environmental challenges. Mayfield should be future-proofed against the changing demands to be expected from a regulatory, climatic, market and wider community perspective.
- Manchester must be as resilient as it can be in relation to climate change and Mayfield can make a meaningful difference. The proposal would develop brownfield land into a new public park and deliver environmental improvements to the River Medlock, which will assist in the city's ability to tackle climate change and be more environmentally resilient.

This planning application has been supported by the following information

Phase 1(a) Design and Access Statement (inc. Landscape Strategy); Archaeological Assessment; Arboricultural Report; Crime Impact Statement; Ecological Assessment; Energy Strategy Statement; Environmental Standards Statement; Framework Travel Plan; Operational Management Strategy; Planning Supporting Statement, including: Tall Building Evaluation and Green and Blue Infrastructure Statement; Waste Management Strategy; Statement of Consultation; Television Signal Survey; Topographical Survey; and Ventilation Strategy;

Phase 1(b)

Environmental Statement (Phase 1 (a) and (b): with the following Chapters: Introduction; Noise and Vibration; Townscape and Visual Impact; Daylight, Sunlight & Overshadowing; Traffic and Transport; Air Quality; Water Resources and Flood Risk; Ground Conditions & Contamination Risk; Wind Microclimate; Socio-Economic Impact; Cumulative Effects; 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 124972

Publicity The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, a public interest

development, affecting a right of way, affecting the setting of a listed building and accompanied by an Environmental Impact Assessment.

One representation has been received which has asked specific information in relation to disabled people and in particular whether there has been an Equality Impact Assessment. Has input been sought from local disabled people and local people's organisations? Does the submission reference and adhere to best practice in relation to access, as outlined in Manchester City Council's own 'Design For Access 2' document in relation to specific consideration given to: any access barriers that disabled people might face in gaining access to the park via the various proposed entrances and routes?; potential access barriers that disabled people with either mobility and/or sensory impairments once within the development; how ramps, bridges, steps, handrails, seating, walkways, etc within the development might impact either positively or negatively upon disabled people?; and If there are areas and/or facilities within the development that might present barriers to disabled people accessing them, and if so what measures are being taken to remove those barriers?

2 letters object to unacceptable impact on traffic, transport and highway safety and climate change mitigation. These are summarised below:

Traffic, Transport and Highway Safety Impacts

- The contraflow cycle lane on Baring St may result in injury or death as vehicles will cut those corners. Paint does not offer protection - this cycle lane needs to be 2 metres wide, with a large physical barrier contiguous with Baring St.
- Rights of way would be stopped up but none are created. A large private space must have public rights of way through it. Permissive access can be revoked at any time. There should be rights of way east-west and north-south so that the land cannot be repurposed, with the public's right of passage lost.
- The cycling statement says that the A6 London Road is "recommended for cycling". The A6 is a terrible road for cycling.
- Advanced Stop Lanes at junctions indicate a failure to design for cycling.
- A multi-storey car park would contradict the Council's climate emergency. All such developments should be well away from the centre. The space could be occupied by more parkland, more trees, more water for animals.

Climate Change Impacts

- The proposal is contrary to MCC policy on climate change. The junction changes at A57(M)/Princess Rd were said to increase flow and not increase traffic volume which office developments will require.
- Developments at 1st St, Medlock St & Knott Mill developments will increase traffic volume. Illegal pollution levels will be exacerbated. The scientific consensus that traffic must be drastically reduced will leave the developments untenable within a decade – with the cost to be borne by the residents of Manchester due to the financialised model of development adopted & encouraged by MCC and members of MCC Council

A further letter sets out concerns about disabled people accessing the skatepark beneath the Mancunian Way. The safe crossing for kids deserves serious consideration too and a raised pedestrian crossing could connect both pavements and reduce vehicle speed.

Ward Members – Councillor Wheeler requested details about what the rules would be governing public protest in this space.

2 further notifications have taken place. The first about amendments and the second a consequence of legal requirements relating to the submission of a revised Environmental Statement. No further representations have been received.

Places Matter – The principle of the proposals had the full support of the Panel with detailed comments summarised below:

Mayfield Park

People generally find the best way to access a place and the design should be capable of accommodating all of the possible options. The pedestrian crossing strategy to the Mancunian Way was supported in principle and would help to connect with Ardwick Green. The design should connect to Piccadilly station.

Architecture should celebrate the industrial past, perhaps through the extrusion of the arches. The approach to public realm was commended but the platform garden should not become office elite.

The MSCP and Office 1_would be read as one and the materials should be better related. There is a need to create some tension here, but not a collision, so they need to be designed as one thing.

The cuts to buildings should minimise shading on the park and the river.

The external terraces / balconies would be in shade for most of the day and a reconsideration of this was urged.

City Centre Growth and Regeneration Team - Fully support the proposal which is part of a phased regeneration of Mayfield aligned with SRF principles. MCC are part of the Mayfield Partnership, which has ensured that the proposals are of high quality and coherent with the delivery strategy. The investment and jobs would maximise the city's competitiveness and provide employment and training for residents. The delivery of 154,000 sqm of office space next to Piccadilly Station will make Mayfield an attractive location for business. Mayfield provides important connections and linkages to the city centre and local communities in New Islington and Ardwick.

The council recognises there has been extensive consultation for this proposal. There has been positive engagement with the local community and neighbouring stakeholders through activation of the site.

The buildings are part of a site wide sustainability strategy. The scheme will enhance the areas green and blue infrastructure. The River would be opened up with riverside

walkways and viewpoints from the bridges. The park would establish new ecological habitats, and rejuvenate a brownfield site into a green landscape.

The highways works and Traffic Regulation Orders around the site would manage unrestricted parking and reduce fly parking. Taxi ranks would be aligned to improve safety and the street environment. The parking strategy recognises that car journeys to the city centre should reduce and buildings do not have basement car parking. There would be provision in the MSCP for electric vehicles and the parking would be on the edge of the city centre.

The public realm would transform the area. The office building, car park and public realm responds to the park, creating a world class neighbourhood and destination, with designs that respect the areas heritage and its proximity to nature. The ground floor activity would allow the public and local communities to access leisure opportunities and provide activity in the evening.

Head of Highways- Has no objection and the scheme is unlikely to generate significant network implications. A condition relating to off-site highways works and a Construction Management Plan is recommended. The scheme has been amended in relation to cycling provision and safety.

Network Rail – Have no objections

Travel Change Team - Has no objections but recommends changes to the Travel Plan which should be a condition.

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) No objection subject to conditions relating to acoustic insulation of the premises, plant and equipment, the storage and disposal of refuse, fume extraction, hours of operation, the hours during which deliveries can take place, the management of construction, the mitigation / management of any contaminated land, the management of air quality and light pollution.

Greater Manchester Police (Design for Security) – No objection subject to the implementation of the recommendations of the Crime Impact Statement.

Counter Terrorism Unit (CTU) –_No comments received

TFGM (Metrolink) – Have no comments

Greater Manchester Ecology Group (GMEU) –support the broad concept of the proposals and strongly support the opening up of the River. They believe there is an opportunity to try a range of techniques in the city centre, to demonstrate how engineering features in sections of heavily channelled river affect fauna and planting.

The landscape plan is broad brush and schematic and is an interim assessment. Opening up the River would be a significant enhancement and would deliver benefits for wildlife. Bat roosting and foraging is a key objective and they support the indicative measures regarding roosting habitat, creation of foraging habitat and protection of the watercourse from lighting. Conditions are recommended relating to the submission of further details in relation to, the protection of bats (and their roosts)

and potential impacts from light and disturbance from construction activities, the need for necessary licences in relation to impacts on bats as a result of the works to the River Medlock, protection of nesting birds, a bird nesting strategy, management of invasive species and agreement of details of the planting proposals in order to satisfy the requirements of Section 170 of the NPPF 2018 (that the planning system should contribute to and enhance the natural and local environment) and comply with or exceed the submitted biodiversity net gain predictions.

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions are attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives. As further phases come forward, a more integrated vision is required to use green infrastructure for surface water management. The river should be used to provide blue green corridors to manage overland flows and enable future proofing of the development.

Environment Agency – Have no objections provided that the park compensation areas required by the FRA are established at the same time as the works to the river channel and prior to the buildings being brought into use and subject to conditions relating to:

- Details of the proposed open River Medlock channel re-sectioning to ensure that the natural functioning of the watercourse has been taken into account;
- To ensure that there are no detrimental impacts to flood levels, flood storage or flood flow routes and to secure opportunities for enhancing the site's nature conservation and geomorphological value in line with national planning policy and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012);
- A detailed phasing programme for the delivery of phases A through to H details of existing and proposed ground levels of the park area;
- A landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas - to secure opportunities for enhancing the site's nature conservation value in line with national planning policy (para 170 and 175) and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012);
- Management of invasive species;
- Piling;
- A contaminated land and remediation strategy in relation to ongoing protection of the Water Environment from risks arising from land contamination; and
- Management of infiltration of surface water drainage into the ground.

They are satisfied that the FRA demonstrates that the proposal would not be at an unacceptable risk of flooding or exacerbate flood risk elsewhere

The development offers interventions for the water environment which would be positive innovations. These range from physical works to the River, the creation of the park and the opportunity for the Environment Agency to work collaboratively with the Council and the development consortia.

United Utilities – Have no objections subject to conditions relating to the management of surface and foul water being attached to any consent granted.

Greater Manchester Archaeological Unit – A desk-based archaeological assessment (DBA) notes that there could be remains that would be damaged or destroyed. Of particular note is the Mayfield Print Works, established in the late 18th century which became the largest textile finishing works in the country. There is a documentary resource about the Works by the Hoyle family and of working conditions and operations. Below-ground remains of this and Chapelfield Dye Works could be of regional significance. Other sites have interest, including: the Ardwick Dye Works, Ardwick Tannery, Britannia Brewery, Mayfield Ice Factory, Mayfield Baths and 19th century workers' housing. All require trial trenching to establish the level of survival and significance. Detailed excavation could be required to record remains. The river retaining walls should be surveyed as they contain fabric relevant to understanding the historic industrial buildings that have been demolished.

A wealth of industrial archaeological features could be uncovered which, together with the site's rich and interesting history, provide the opportunity for embedding heritage within the landscaping to give a sense of place and history. The site is a microcosm of Manchester's industrial heritage which should form an integral theme in the park.

This work should target areas identified in the DBA which may lead to open excavation. This work could mitigate the loss of the remains. A condition should require further investigation with any such remains recorded. For below-ground archaeological remains that will be destroyed by development groundworks, GMAAS recommend a condition to secure archaeological recording and dissemination of the results for public benefit.

Work and Skills – A local labour condition is recommended for the construction and end use phases with a report of local labour achievements.

Parks and Event – No comments received

Lancashire Wildlife Trust – No comments received

Natural England – Has no comments to make. They note that lack of comment from Natural England does not imply that there are no impacts on the natural environment, but only that the application is not likely to result in significant impacts on statutory designated nature conservation sites or landscapes. It is for the local planning authority to determine whether or not this application is consistent with national and local policies on the natural environment. Other bodies and individuals may be able to provide information and advice on the environmental value of this site and the impacts of the proposal to assist the decision making process. They advise LPAs to obtain specialist ecological or other environmental advice when determining the environmental impacts of development

Tree Officer – No comments received

**125248
Publicity**

The occupiers of adjacent premises have been notified and the proposals have been advertised in the local press as a major development, a public interest development, affecting a right of way, and being accompanied by an Environmental Impact Assessment and no representations have been received.

Places Matter – The overall proposition was felt to be very refined and detailed and was supported by the Panel. A number of suggestions were made.

There could be a more subtle integration of the retaining walls through the ground floor foyer. There is an opportunity to use the terraces to capture rain water and be an integral element of the buildings shade. There should be either a blue or brown roof. The southern elevation should be as interesting as the park frontage and this could include artwork. The use of “Lowry Sage Green” in the material palette was also commended.

City Centre Growth and Regeneration Team - Fully support the application as part of the phased delivery of the Mayfield SRF.

The interface of the building with the park would promote green and blue assets and complement public access to the building from the park.

The scale of investment and jobs would maximise the city's competitiveness and provide employment and training for residents. The delivery of 154,000 sqm of office space next to Piccadilly Station will make Mayfield an attractive location for business. Mayfield provides important connections and linkages to the city centre and local communities in New Islington and Ardwick.

The ground floor uses ensure the public and local communities can access the building and provide activity in the evening hours. The developers have engaged with cultural policy officers and the Director of Culture for Manchester, to ensure the ground floor uses fit in with the wider cultural strategy and is sustainable. They welcome the cultural use and have suggested potential cultural sector partnerships. These spaces must be fully accessible.

The place making and activation at Mayfield will be curated and co-designed with the community to maximise local benefit and avoid a negative impact on existing cultural and community facilities in the area surrounding Mayfield.

The partnership have consulted on the vision for Mayfield and the first phase of delivery by engaging the public through drop in consultation events and linking to schools and community groups in local area.

Head of Highways- Has no objection and is satisfied that the scheme, is unlikely to generate any significant network implications. A condition relating to the agreement of off site highways works and a Construction Management Plan is recommended.

Network Rail – Have no comments

Head of Regulatory and Enforcement Services – (Street Management and Enforcement) No objection subject to conditions relating to acoustic insulation of the premises and plant and equipment, the storage and disposal of refuse, fume

extraction, hours of operation, the hours during which deliveries can take place, the management of construction, the mitigation / management of any contaminated land, the management of air quality and light pollution being attached to any consent granted.

Greater Manchester Police (Design for Security) – No objection subject to the implementation of the recommendations of the Crime Impact Statement.

TFGM (Metrolink) – Have no comments

Greater Manchester Ecology Group (GMEU) – Note that there are no specific ecological issues associated with this phase, the site having been cleared and now having negligible ecological value. However, they recommend that approval is not granted until 124972/FO/2019 relating to the mitigation for the wider site is approved (see above).

Flood Risk Management Team – Have recommended that Green Sustainable Urban Drainage Systems are maximised and conditions should be attached to ensure surface water drainage works are implemented in accordance with Suds National Standards and to verify the achievement of these objectives.

As further phases come forward a more integrated vision is required to use green infrastructure for surface water management. The river should be used to provide blue green corridors to manage overland flows and future proof the development.

Environment Agency – Have no objections provided that the development is completed in accordance with the supporting FRA and the mitigation measures outlined for the wider development subject to conditions relating to: i) a contaminated land and remediation strategy in relation to ongoing protection of the Water Environment from risks arising from land contamination; ii) piling; and, (iii) management of infiltration of surface water drainage into the ground.

United Utilities – Have no objections subject to conditions relating to the management of surface and foul water being attached to any consent granted.

Greater Manchester Archaeological Unit – A desk-based archaeological assessment (DBA) notes that remains could survive that would be damaged or destroyed. There is archaeological interest in the industrialisation in the late eighteenth and early to mid-nineteenth centuries. Any remains of the Mayfield print works or Chapelfield dye works could be of regional significance, with other remains ie industrial, housing, commercial and public, of this period being of a more local significance. GMAAS accepts the conclusions and recommendations of the DBA. They recommend a programme of evaluation trenching to establish the presence and significance of remains. This work should target areas identified in the DBA which may lead to open excavation. This work could mitigate the loss of the remains. A condition should require further investigation with any such remains recorded.

Work and Skills – A local labour condition is recommended for the construction and end use phases with a report of local labour achievements.

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 - This is a highly accessible location and the proposal could reduce the need to travel by car and contribute to halting climate change.

S02. Economy – New jobs would be provided during construction and would provide office and other ancillary commercial space near to employment. This would support further economic growth and local labour agreements would deliver social value and spread the benefits of growth to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.

S05. Transport - This is a highly accessible location, close to public transport and would reduce car travel. .

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 proposal is considered to be consistent with sections 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 130 states that 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.

This is supported by the National Design Guide (NDG) (Planning Practice Guidance for beautiful, enduring and successful places) states that ‘Places affect us all – they are where we live, work and spend our leisure time. Well-designed places influence the quality of our experience as we spend time in them and move around them’ and that ‘The underlying purpose for design quality and the quality of new development at all scales is to create well-designed and well-built places that benefit people and communities. This includes people who use a place for various purposes such as:

- to live, work, shop, for leisure and recreation, and to move around between these activities; and
- those who visit or pass through.

It also includes people at different stages of life and with different abilities – children, young people, adults, families and older people, both able-bodied and disabled’

The Guide states that well-designed places have individual characteristics which work together to create its physical Character and sets out ten characteristics which help to nurture and sustain a sense of Community and work to positively address environmental issues affecting Climate.

The ten characteristics in the NDG Guide are based on the objectives for design set out in Chapter 12: Achieving well-designed places of the NPPF

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.

Paragraph 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals and includes a requirement that patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

Paragraph 106 states that in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists. 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).

Paragraph 110 also advocates that within development proposals priority should be given first to pedestrian and cycle movements, both within the scheme and with neighbouring areas.

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

Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment including by:

- d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures;

The emerging 2019 -2020 Environment Bill contains a commitment to apply a requirement for biodiversity net gain of 10% for developers through the planning system. Part 6 of the Bill legislates for the creation of the net gain requirement, expands the duty on relevant authorities from conserving to “conserving and enhancing” biodiversity,

Paragraph 181 goes on to state that planning decisions should sustain and contribute towards compliance with relevant limit value, taking into account the presence of Air Quality Management Areas and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

NPPF Section 1 - Building a strong and competitive economy and Core Strategy Policy SP 1 (Spatial Principles), Policy CC1 (Primary Economic Development Focus) EC1 Land for Employment and Economic Development, Policy EC3 The Regional Centre CC7 (Mixed Use Development) and CC4 (Visitors, Tourism, Culture and Leisure) – Mayfield is a highly accessible site close to sustainable transport provision within a key location for employment growth. The development would deliver high quality office accommodation and associated commercial uses. The proposals would create jobs during construction phase and in operation. It would help to spread the benefits of growth and help to reduce economic, environmental and social disparities and help to create an inclusive sustainable community.

The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use. The proposal would use the site efficiently and enhance the sense of place. It would create a safer place by reducing opportunities

for crime. The developments would contribute positively to the built environment and create character. The 2.4 hectare park and public realm would deliver important economic and policy objectives including the creation of a neighbourhood where people choose to be. The design of the Park and public realm has considered the needs to people at different stages of life and with different abilities. Overall, the proposed uses would support sustainable development.

NPPF Section 9 (Promoting Sustainable Transport), Core Strategy Policies CC5 (Transport), T1 Sustainable Transport and T2 Accessible Areas of Opportunity, Need, Greater Manchester 2040 Transport Strategy and emerging City Centre Transport Policy– The GM Transport Strategy sets out a vision for a region with world class connections that support long-term, sustainable economic growth and access to opportunity for all. It sets out long-term proposals to create a cleaner, greener, more prosperous region through better connections and simpler travel.

The City Centre Transport Strategy would ensure that transport supports growth in the Regional Centre. Investment in public transport has promoted more use of sustainable forms of transport. Proposals such as Mayfield that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements are supported.

The location is highly sustainable and would contribute to sustainability and health objectives. The proposal would connect residents to open space and leisure facilities and improve pedestrian routes and the pedestrian environment with priority given to pedestrians and disabled people, cyclists and public transport.

The promotion of sustainable forms of transport does not mean that there will no longer be a requirement for car parking. The endorsed Mayfield SRF set out provision for around 700 parking spaces.

There is extensive informal and unrestricted commuter parking in the area which is incompatible with the delivery of the park and SRF. Traffic Regulation Orders would manage unrestricted parking at Buxton Street, Berry Street and Travis Street.

The MSCP would promote regeneration and economic vitality by relieving traffic congestion and improve pedestrian routes and the pedestrian environment. It would reduce the negative impacts of road traffic, congestion and air pollution and would facilitate transport that reduces carbon emissions e.g by incorporating charging points for electric vehicles. The car park would contain 60 electric vehicle points with capacity for this to be increased to 130 with further capacity upgrade dependent on future strategic infrastructure upgrades.

A Travel Plan would facilitate sustainable transport use and the City Centre location would minimise journey lengths This would support wider sustainability and health objectives and help to connect residents to jobs, local facilities and open space.

In view of the above it is considered that as part of that balanced approach to transport provision that the development is compliant with the wider transport policies relating to the City Centre.

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. It would be close to all forms of sustainable transport and would enhance the built environment. It would be a well-designed place where people choose to be and reduce the need to travel. It could help to deliver objectives, such as those presented by HS2.

The proposal would develop an underutilised, previously developed site and create employment during construction and permanent employment post completion. This would contribute to economic growth. It would complement nearby well established and emerging communities and contribute to the local economy through residents using local facilities and services.

NPPF Section 2 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) - The proposal would create a neighbourhood within the City Centre.

NPPF Section 7 Ensuring the Vitality of Town Centres and Core Strategy Policies SP 1 (Spatial Principles) and CC2 (Retail) – The Regional Centre is the focus for economic and commercial development, leisure and cultural activity, and city living. This new neighbourhood would attract and retain a diverse labour market. It would support GM's growth objectives by delivering jobs for a growing economy and population, in a major centre that is well-connected.

Policy CC10 (A Place of Everyone) – The area would appeal to a wide range of residents and visitors and would provide facilities for family-oriented activity. The Park and associated public realm has been designed to accommodate the needs of people at different stages of life and with different abilities.

NPPF Sections 12 (Achieving Well Designed Places), Core Strategy Policies EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), CC6 (City Centre High Density Development), – Section 12 of the NPPF requires development to use land efficiently, including: maintaining an area's prevailing character and setting or of promoting regeneration and change; and well-designed, attractive and healthy places should be created. 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 does not improve the character and quality of an area and the way it functions.

The design has been considered by a range of stakeholders. The quality and appearance of the buildings would meet the expectations embedded in the Mayfield SRF. The development would use the site efficiently and promote regeneration and change. The buildings and public realm would transform the site and complement the growth of the City Centre towards regeneration areas at Eastlands, New Islington, Ancoats, Ardwick and the North Campus.

The development would not have an impact on adjacent listed buildings or conservation areas. The impact on the setting of the Depot, a Non Designated Heritage Asset would be beneficial. It would enhance quality and introduce

complementary activity that would add value. The form of development, the public realm and the ground floor layouts which would positively engage with the park would enhance legibility, visual cohesiveness, connectivity and integration.

The scale and quality of the buildings would contribute to place making improve the character and quality of a site whose current appearance is poor. It would create a cohesive urban form and raise design standards.

In terms of the NPPF the following should be noted:

Para 192. It is desirable to sustain and enhance the significance of heritage assets and put them to viable uses consistent with their conservation; the conservation of heritage assets can make a positive contribution to sustainable communities including their economic vitality; development should make a positive contribution to local character and distinctiveness.

Para 197 the effect of an application on the significance of a non-designated heritage asset should be taken into account. Where applications 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.

A Townscape and Visual Impact Assessment assesses the likely significant effects of the proposal on townscape and visual amenity. The Visual Impact Assessment and NPPF Justification Statement demonstrate that the development would have a beneficial impact.

The proposal would have a relatively limited effect because of its scale and the topography of the site. The Impact Assessment demonstrates that in townscape terms the proposal would have a negligible impact in the 14 views assessed.

The positive aspects of the design are discussed below as are the scale and massing of the various plots.

Core Strategy Section 8 Promoting healthy communities – The provision of a City Centre Park would help to remove health inequalities and enable more healthy lifestyles for Manchester residents. The active street frontages and public realm would integrate the site into the locality and increase natural surveillance. It would prioritise nature-based solutions to improve environmental quality and replenish ecosystem services connecting residents, workers and visitors with nature.

Saved UDP Policy DC20 (Archaeology) – There could be archaeological remains on the site local significance and a proper record should be made.

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) Greater Manchester Combine Authority's 5 year Environment Plan -The site is highly sustainable. Environmental Standards Statements / Energy Statements demonstrate that the

developments would accord with a wide range of principles that promote the responsible development of energy efficient buildings. It would integrate sustainable technologies from conception, through feasibility, design and build stages and in operation. The design has followed the principles of the Energy Hierarchy to reduce CO2 emissions and it would meet the requirements of the target framework for CO2 reductions from low or zero carbon energy supplies. It would incorporate measures to align with best practice from a variety of methodologies to reduce carbon emissions and enhance health and wellbeing.

Surface water drainage would be restricted to Greenfield run-off rate if practical, and post development run-off rates reduced to 50% of pre development rates as a minimum. The drainage network would ensure that no flooding occurs for up to and including the 1 in 30-year storm event, and any localised flooding would be controlled for up to and including the 1 in 100-year storm event including 20% increase from climate change. The surface water management would be designed in accordance with the NPPG and DEFRA guidance in relation to the Suds Hierarchy.

Planning for flooding has informed the detailed design and has strongly influenced siting and massing. The river corridor and flood plain would be re-profiled to ensure that the park can reduce the risk of flooding and mitigate for the effects of climate change. The design would prevent detrimental effects upstream and downstream, with finished floor levels for buildings set well above design flood levels.

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 risk of pollution, including ground conditions, air and water quality, noise and vibration, waste and biodiversity show that with mitigation, the proposal would not create significant adverse impacts from pollution. Surface water run-off and ground water contamination would be minimised

The site includes the River Medlock and semi-natural habitats including scrub, tall grassland. The River is heavily engineered but is a habitat with ecological importance as it links the site to the wider landscape. It is a UK and Manchester Habitat of Principle Importance (HPI) and Biodiversity Action Plan (BAP) habitat and forms an important element of the Manchester Green Infrastructure (GI) Framework. The stretch in the site is heavily modified with entirely engineered banks, but is likely to provide an important wildlife corridor through and beyond Manchester. It is used by bats for foraging and commuting and could be utilised by birds with an association with water. It is of Metropolitan level importance. The small pockets of broadleaved woodland support local wildlife and have local ecological importance. Other habitats are common and widespread but have local ecological importance.

Five structures, including four buildings and one culvert, were confirmed as bat roosts as part of previous 2017, 2018 and 2019 bat surveys. They are utilised by low numbers of common pipistrelle bats as low status summer day roosts, with one building could potentially be used by hibernating bats. Two of the roosts are within the application site, one of which has been demolished as part of the demolition

works, under an approved European Protected Species Mitigation licence from Natural England. Details of management of bat habits are discussed in detail later in the Report. The river corridor is used by common pipistrelle bats for foraging and commuting as well as Daubenton's bats at a lower frequency. Bats and their roosts are legally protected.

The site has local level value in relation to roosting and commuting and foraging bats. The site is within the Black Redstart Priority Area but none were recorded during targeted black redstart and breeding bird site surveys. Therefore, the site is of site level importance for this species.

The proposals would make the corridor more natural by removing the heavily engineered brick and stone built banks and planting native aquatic species along the new river edge. The park would provide extensive habitat improvement for the site.

The temporary adverse effect of habitat loss for bats and generalist breeding birds and potential black redstarts would be mitigated by the provision of enhanced and newly created habitat delivered within the park.

The Park and River corridor improvements would provide a habitat that would support local and UK biodiversity priority species including bat, bird and invertebrates. The park would provide a net gain in biodiversity for the entire SRF and would have a beneficial impact overall for the City Centre. Supplementary mitigation measures are recommended to enhance biodiversity, including habitat boxes in the park and more soft landscaping in development plots.

The proposals would not adversely affect any statutory or non-statutory designated sites. Whilst there will be a short-term loss of semi-natural habitats to implement the Phase 1 works, these are common urban habitats, some of which are in a poor condition and the Park would replace them. The net biological gain is such that the loss of existing semi-natural vegetation is considered to be negligible.

Green roofs on the office buildings would be incorporating a range of planting using robust species to complement the local environment and promote biodiversity. Wherever possible, intensive planting of mixed species and incorporation of supportive habitats encouraging pollinating invertebrates will be introduced.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the context of growth and development objectives. The way in which this scheme exploits opportunities is discussed below.

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

DC22 Footpath Protection - The development would improve pedestrian routes within the local area through ground floor activity and the introduction of new public realm and improved and better quality connectivity.

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.

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

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city which will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments
- to enhance quality of life;
- Harness technology to improve the city’s liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports
- new investment models;
- Protect our communities from climate change and build climate resilience

Manchester: A Certain Future (MACF) is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the Manchester Climate Change Board (MCCB) to take forward work to engage partners in the city to address climate change. 1.3 In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these ambitious new targets.

The Zero Carbon Framework - outlines the approach which will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the world-renowned Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken.

Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus the development of a 'circular economy', in which sustainable and renewable materials are reused and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) -This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps we will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation

The alignment of the proposals with the policy objectives set out above is detailed below.

Other 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.
- 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 set backs 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.

The Greater Manchester Strategy (2017) (“Our People, Our Place”) - was produced the Greater Manchester Combined Authority (GMCA) and replaces the former “Stronger Together: Greater Manchester Strategy” published in 2009. It sets out a very clear vision for the City-Region, stating that Manchester will be:

“A place where all children are given the best start in life and young people grow up inspired to exceed expectations.

A place where people are proud to live, with a decent home, a fulfilling job, and stress-free journeys the norm. But if you need a helping hand you’ll get it.

A place of ideas and invention, with a modern and productive economy that draws in investment, visitors and talent.

A place where people live healthy lives and older people are valued.

A place at the forefront of action on climate change with clean air and a flourishing natural environment.

A place where all voices are heard and where, working together, we can shape our future.”

The delivery of a significant amount of public realm within the city centre, which is primarily open greenspace centred around the River Medlock would have a beneficial impact to families and children who live within the city centre and nearby areas, such as Ardwick. This would also make a broadly positive contribution in terms of health outcomes and will be accessible to all following in depth consultation with Access Officers at Manchester City Council.

Delivery of 2 new office blocks and associated commercial space within the Phase 1 proposals would create a substantial amount employment opportunities that range from contributing to the supply chain indirectly in addition to direct job creation through new commercial office floorspace. These new office blocks would contribute directly to creating an environment that attracts investment into local and regional centres within Greater Manchester and in Manchester, which is seen as the heart of the region.

Mayfield SRF and Masterplan (2018)- This was formally endorsed by Manchester City Council’s Executive Committee in May 2018. The SRF is a material consideration of the planning application.

The 2018 SRF seeks to act as a catalyst for the transformation regeneration of the surrounding areas by building on the benefits of the investment in Piccadilly Station; and by maximising the opportunity of the arrival of HS2 as a ‘once-in-a-century’ opportunity to transform this part of Manchester, by creating a new gateway and extending the city centre eastwards to the inner ring road and beyond.

The realisation of the vision as set out within the SRF should help drive wider economic growth within Manchester city centre and adjacent neighbourhoods. In order to achieve this, the SRF sets out a series of objectives of which the following are of relevance to these applications:

- Place Making: To offer exceptional design respecting and restoring the area’s heritage assets, to create well-used and well-loved public spaces and a brand new park, and to strive for an exemplar sustainable development, in order to achieve a vital and viable new city centre district.
- To capitalise on the rich historic heritage to create a unique place rooted in the identity, character, and history of Manchester.
- New Jobs: Creation of up to 10,000 jobs at a range of levels (including those which would be accessible to local people) accommodated in the new commercial and business space, the majority of which will be in business and professional services and digital industries, but also within sectors such as leisure and tourism. High quality workspaces: Meeting the growing demand for high quality floorspace in the city centre, and strengthening the city’s inward investment offer, in a location which will capitalise on the economic benefits of investment at Piccadilly Station, including HS2.
- Townscape & Urban Design: To create a locality that has its own distinctive character while also feeling like a continuation of the city centre, improving the

environment around the Mayfield area and Piccadilly Station, and ameliorating some of the anti-social activities which currently take place in the locality.

- Natural Capital: To create a new 6.5 acre city centre park and an additional 6.5 acres of public realm, restoring the River Medlock and increasing biodiversity and public access to green space.
- Functional Connectivity: In its pivotal location Mayfield will physically, socially, and economically connect key regeneration areas and transport hubs, including: Corridor Manchester and Ardwick to the east and south; Piccadilly SRF Area and Piccadilly Station transport hub, New Islington and Ancoats to the north; and North Campus and the remainder of the city centre to the west.
- Local Socio-Economic Impact: Mayfield will open up a range of economic, social and environmental benefits to residents in nearby wards.
- Economic growth from clustering of economic activity adjacent to current and future transport infrastructure:
- Economic Benefits from Construction: The proposed construction programme will sustain a 700 person workforce each year, while the associated supply chain expenditure will support an additional 1,000 jobs in the Greater Manchester economy by 2025, increasing to 2,500 jobs by 2029, initially through construction works, and subsequently through businesses accommodated in the commercial space.

The SRF sets out a comprehensive strategy that will guide the future reconfiguration and redevelopment of five distinct neighbourhoods: Wyre Street, Baring Street Campus, Hoyle Street West, Hoyle Street East and the Mayfield Depot in order to develop their own sense of place and character.

In relation to car parking the approach at Mayfield is to embrace low car usage policies consistent with a highly accessible city centre location. Essential car parking was intended to be provided in podium and basement areas, and a potential multi-storey car park within the Baring Street campus but be designed to be flexible and removable/reusable to embrace changing personal mobility patterns and new technologies. Provision should be made for electric cars, car sharing.

The Site forms part of the Baring Street Campus, where the provision of a “well-connected location for a commercial campus cluster in a series of well-crafted and flexible blocks” is envisioned, which take cognisance of the former Hoyle Print Works warehouses alongside the River Medlock and should have a unique relationship with the River.

In terms of use and form the SRF requires the buildings to provide:

- An active commercial base for co-working, live/work units, and small business space that will encourage enterprise and added value economic growth sectors that will be essential to support the City’s growth trajectory.
- Buildings should be set back and step down towards the Park to accommodate a generous public walkway,
- Opening up on to the river and maximise sunlight into the Park.
- Massing which gently steps down towards the park to allow sunlight into a majority of the park during spring, summer and autumn.

The SRF also references a new pedestrian bridge across to the Depot and the north side of the Park.

The proposals would: Deliver new jobs and high quality workspaces; assist in delivering the level of place making required to establish and sustain this new City Centre neighbourhood; strengthen the city's inward investment offer, in a key strategic location; help to create a locality that has its own distinctive character; improve the environment around the Mayfield area and Piccadilly Station; restore the River Medlock and increase biodiversity and public access to green space; facilitate better physical, social, and economic connections to key regeneration areas and transport hubs; and open up a range of economic, social and environmental benefits to residents in nearby wards.

These collective benefits would ensure that Manchester can unlock further potential for economic growth in the future and would align with the vision and objectives set out within the SRF to facilitate the implementation of the vision of the SRF.

In terms of car parking through the detailed design process and development of the principles set out within the SRF, a strategy to consolidate undercroft and surface car parking into a MSCP has emerged. The intention is to focus vehicular trips within Mayfield into the south western corner of the site and keep the wider area prioritized for pedestrians. Overall parking numbers proposed are below the 700 maximum spaces set out within the SRF. The need for parking within the site against the background of transport and other City Council policies which seek to reduce the number of car journeys to the City Centre has been touched upon above and is discussed in more detail within the next section. Whilst in the shorter term it is envisaged that the parking would be used for commuters and visitors to the City in the longer term it would provide a facility for future residents within the Mayfield neighbourhood.

HS2 Manchester Piccadilly Strategic Regeneration (SRF) and Masterplan (2018) – The transport node plays a critical role in the city's economic regeneration. Significant investment is focused around Piccadilly Station and an SRF in 2018 aims to create a major new district based around a world class transport hub. This would ensure that the City can capitalise on the opportunities presented by HS2 and the expansion of the Station. The overarching objectives are to improve the attractiveness of the area to investment; improve physical connections and permeability; and provide destinations for social and cultural activity.

Mayfield features heavily within the HS2 Manchester Piccadilly Strategic Regeneration Framework, which was endorsed by Manchester City Council in June 2018. The SRF provides guidance for development proposals around Manchester Piccadilly Station and seeks to maximise the "regenerative and growth potential" around a new multi-modal transport interchange.

The scheme has the potential to provide a catalyst which can attract further investment into Greater Manchester by creating a new gateway into the regional centre and boosting investor confidence in the area supporting and complementing the next phase of growth in Manchester, delivering strategic regeneration objectives and improving connectivity between the City Centre and nearby communities.

North Campus Strategic Regeneration Framework (2017) - The Mayfield area is immediately adjacent to the North Campus SRF Area to the west. The redevelopment of North Campus will bring major regeneration benefits to the city and the area around Manchester Piccadilly. The North Campus is recognised as one of the neighbourhoods to be impacted by HS2 and is described as a 'research intensive knowledge environment'.

The vision for the area is to deliver a mixed use district with the knowledge industry and academic research identified as key activities with a focus on future planning strategies and ways of improving the east-west connectivity between Manchester Piccadilly Station through to Oxford Road, as well as providing a significant gateway to the North of the site in the direction of the city centre via the notable Sackville Street Building.

The proposed development would complement the delivery of the above vision and put in place physical infrastructure to help deliver and further enhance the envisaged future connections to other adjacent regeneration areas.

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 Mayfield area is included within the wider Piccadilly SRF and as such is positioned for significant development. The wider Piccadilly area is identified as having the potential for unrivalled major transformation over the coming years and notes that the additional investment at Piccadilly Station provided by HS2 and the Northern Hub represents a unique opportunity to transform and regenerate the eastern gateway to the city centre, defining a new sense of place and providing important connectivity and opportunities to major regeneration areas in the east of the city. The City Centre Strategic Plan endorses the recommendations in the HS2 Manchester Piccadilly SRF

At 20 acres, and adjacent to Piccadilly Station, the scale and location of the Mayfield development provides a unique opportunity not achievable in any other part of the city centre. The proposed development would be complementary to the realisation of the opportunities set out above. It would start the process of establishing a sense of place within the Mayfield Neighbourhood.

It would commence the process of creating up to 10,000 jobs in the new commercial and business space, high quality workspaces, and increasing biodiversity and public access to green space ensuring that Mayfield will become a new destination and significant amenity for the whole city as envisaged by the Mayfield SRF whilst providing strong connections between Piccadilly and the communities of East and South East Manchester whilst strengthening physical and visual links between the City Centre and those key regeneration areas beyond.

Our Manchester Strategy (2016-25) – This sets the ambitions for the City for the next decade. The Strategy sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will: have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas; possess highly skilled, enterprising and industrious people; be connected, internationally and within the UK; play its full part in limiting the impacts of climate change; be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and be clean, attractive, culturally rich, outward-looking and welcoming.

Through its objective of being a progressive and equitable city, from a development and regeneration point of view, this not only means creating and enabling jobs and growth (outcomes which the regeneration of Mayfield would deliver intrinsically) it also demands a smart and thoughtful approach to how development is executed. This should ensure that residents living in nearby areas and circumstances of disadvantage are connected to employment, skills and training opportunities, and given the support and empowerment necessary to make the most of them. More details of this approach and its embodiment within the wider sustainable development credentials to which the applicants aspire to deliver at Mayfield are detailed later in this report.

Stronger Together: Greater Manchester Strategy 2016-2025- This is the sustainable community strategy for the Greater Manchester City Region. The Manchester Strategy 2016-25 also identifies a clear vision for Manchester's future, where all residents can access and benefit from the opportunities created by economic growth. Over a thirty year programme of transformation, Manchester has become recognised as one of Europe's most exciting and dynamic cities. 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 office accommodation would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Joint Health & Wellbeing Strategy (2016) - is the city's overarching plan for reducing health inequalities and improving health outcomes for Manchester residents. It sets out a ten year vision for health and wellbeing, and the strategic priorities which have been identified to support this vision. The vision is that in ten years the people of Manchester will be living longer, healthier and more fulfilled lives with a genuine shift in the focus of services towards prevention of problems, intervening early to prevent existing problems getting worse – transforming the city's community based care system by integrating health and social care.

In terms of addressing the priorities set out in the Strategy the delivery of the 2.4 hectare park and other areas of public realm proposed by the applications would deliver a high quality, well maintained green and blue space that are an integral part of a neighbourhoods, with access to parks and green spaces and safe green routes for walking, cycling and exercise;

Manchester's Tree Action Plan 2016-2020– States that Trees are a valuable and prominent part of the city's green assets and have a key role to play in a healthy, attractive, resilient city. It sets the contribution they make within the wider context of green and blue infrastructure across the city. It contains a number of Objectives and headline actions of most relevance to this application is to managing tree numbers sustainably. This includes ensuring that green and blue infrastructure (including trees and tree management) is considered part of major new developments which include projects within an area known within some Policy Documents as Eastern Gateway of which Mayfield forms part. The provision of 147 trees within the site (net gain of 135) would contribute to the realisation of the Action Plan objectives.

Manchester's Great Outdoors (A green and blue infrastructure strategy and action plan for Manchester)- Highlights that Manchester needs to demonstrate that it can be both a green city and a growing city. It emphasises a need to focus on Open Spaces, Linkages and Networks of "urban green". These can all be seen across the entire Mayfield development and the Park provides a key focus to this. The strategy discusses blue infrastructure and the importance of Manchester's waterways. The idea of opening up the River Medlock mirrors these aspirations.

Manchester's Park Strategy (2016) - Recognises the potential of Manchester's parks as crucial assets at the heart of their communities and that the city's 143 parks and open spaces make a huge contribution to the city's wider goals - from supporting regeneration and economic growth to encouraging healthier lifestyles and acting as community focal points, or even destinations in their own right. The new park at Mayfield would provide a further community asset for City Centre residents, workers and visitors and contribute to the goals set out above.

The Strategy contains four key themes: 01. Parks at the heart of neighbourhoods; 02. Vibrant Parks, Vibrant Communities 03. A Manchester quality standard; and 04. Productive parks in partnership.

The proposed Mayfield Park would:

- Be at the heart of the new neighbourhood which the SRF seeks to deliver;
- Would through providing opportunities for the park to be used in different ways and provide a range of experiences for a wide variety of users of different ages and with different needs;
- Would across the proposed programme of events act as a focus for the wider community promoting the vibrancy of the Mayfield neighbourhood; and
- Would through planned strategy for engagement with the wider community (for example through the establishment of a 'Friends of Group' or links with local schools and University research opportunities) consider the best way the park can be looked after and managed with the involvement of local residents and look at how partnerships can an better foster a sense of ownership and pride with local residents and groups who would use the park.

Other National Planning Legislation

Legislative requirements

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 and Age are among the protected characteristics. INSERT? AL

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:

- Noise and Vibration;
- Townscape and Visual Impact;
- Daylight, Sunlight & Overshadowing;
- Traffic and Transport;
- Ecology
- Air Quality;
- Water Resources and Flood Risk;
- Ground Conditions & Contamination Risk;
- Wind Microclimate;
- Socio-Economic 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 5.41 hectares. 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. It has tested 2 implementation scenarios 1 for application ref no 124972 (MSCP, Park, Office 1 and highways works) being implemented alone and 1 for this being implemented in combination with 125248 (Office 2).

Due to changes to the submitted scheme the City Council notified the Applicants under Regulations 25 and 18(2) and (3), that it is considered that due to the amendments to the above application that it was necessary for the Mayfield, Phase 1 EIA September 2019 to be supplemented with additional information which is directly relevant to reaching a reasoned conclusion on the likely significant effects of the development described in the application in order to be an environmental

statement. An addendum to the original statement was subsequently submitted in response to that request.

The ES and Addendum 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 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 Scheme's Contribution to Regeneration, Principle of Proposed Uses and Socio Economic Impact Regeneration is an important planning consideration as the city centre is the primary economic driver of the region and is crucial to its economic success. There has been a significant amount of regeneration in Piccadilly area over the past 18 years as a result of private and public sector investment. Major redevelopment has taken place at Piccadilly Gardens, Piccadilly Basin, Piccadilly Station, Piccadilly Triangle, Kampus and the former Employment Exchange. This will continue as new opportunities are presented by HS2 and Mayfield will be central to the realisation of those opportunities.

The proposal is consistent with the SRF that was endorsed by the Executive 2018. The masterplan continues to evolve in relation to design testing, detailed site investigations, analysis and emerging trends in the office sector. The transport strategy has evolved to reduce the environmental impact of parking. Originally, parking was included in individual plots but it would all be in a MSCP. It would replace an office on Plot N and would support all uses across the masterplan.

Adjustments to plot footprints and massing would redistribute some of the office space lost. The amendments maintain the emphasis of a step in height towards the edges of the site to maintain sunlight and daylight to the park.

A new neighbourhood would be created based on assets such as the Depot and the River. The Park would be the heart of the area, providing unique activities for the city centre, and enhancing the river. Significant commercial floorspace would complement development at North Campus and Kampus.

This part of the Masterplan is identified as a commercial campus for co-working, live-work units and small business space. This would add value to the Grade A commercial buildings. There is an acknowledged shortage of good quality office accommodation in the city centre and good quality products must be brought forward in sustainable locations such as this in order to meet growing demand. The proposal would deliver 34,636 sqm (GIA) of Grade A accommodation.

Development of this brownfield site would be consistent with a number of the GM Strategy's key objectives. Employment growth of 11% is forecast in Manchester between 2014 and 2024 (16.1% up to 2034), exceeding Greater Manchester and national forecasts. This would add 42,600 jobs to the City taking total employment level towards 430,000. Much of this growth is expected to occur in sectors with higher than average GVA. GVA is expected to increase by 36% to 2024 and 73% to 2034. .

The offices would be in a highly sustainable area, with ground floor retail and leisure uses, improving access to jobs. In excess of 2,500 FTE jobs could be provided at the site providing opportunities for local residents, potentially reducing the average distance travelled to work. There would also be supply chain benefits leading creating more jobs. It is estimated that the office employment will generate a direct GVA impact of £96m per annum and the retail/leisure employment an impact of between £1m and £4.7m per annum depending on the final use.

High density employment at a priority regeneration area would maximise the economic potential of a highly accessible site. It would start the regeneration of Mayfield and deliver value added economic growth in a key growth sector (financial and professional services). It would enable the City to compete for occupiers nationally and internationally and support the next phase of the City's economic growth.

A focus on securing independent occupiers in the ground floor spaces would add diversity and further enhance the character of Mayfield. It is envisaged that they would be attracted by competitive terms and a targeted marketing campaign.

The Park would be useable and accessible to everyone. The public and highway spaces would prioritise pedestrians and cyclists and minimise the impact of cars. The delivery of the Mayfield Park will require a number of roles to be created relation to the on-going management, maintenance and security.

These Phase 1 proposals would deliver commercial uses in a highly accessible location and encourage the use of sustainable transport. The MSCP would ensure that workers, residents and visitors would have a choice of travel modes.

The SRF originally distributed parking in the podium of residential and office buildings. However, MSCP would be close to the Inner Relief Road and reduce the need for cars to enter the City Core. It would reduce traffic movements in Mayfield allowing priority to be given to pedestrians and reduce the environmental impact earthworks.

As the pace of regeneration continues, surface car parks around the periphery have been redeveloped. The MSCP would provide people with a choice of travel modes and ensure that the City remains competitive.

Commuters use informal, unrestricted parking which would not be compatible with the first phase of the park. The first phase may not need all of the parking within the MSCP but it would be required as the rest of the masterplan is delivered and could be used by commuters in the interim.

It is anticipated that the majority of people would use public transport. All buildings provide secure cycle parking with cycle parking stands throughout the public realm. There would be drop off/pick up areas for visitors using taxis. These Management measures would be secured by the submission of a robust management strategy by way of Planning Condition.

The MSCP would be adaptable to future trends. It would provide 21 spaces for disabled people with a further 3 spaces adjacent to the Park entrance on Baring Street. 60 electric charging points would be provided and this could increase by a further 130. The building could accommodate more EV points should the network be enhanced to allow 100% simultaneous demand and photovoltaics could be fitted to the roof and southern elevation. As demand for electric charging grows the method of increasing provision would be discussed with the City Council.

This would contribute to the City's Low Emissions Strategy and the MSCP could be dismantled and recycled should demand reduce. The re-use of the steel frame and the concrete floor planks ensures that embodied carbon could partially be re-invested.

Culture has been at the heart of Manchester's strategy for future economic and social success and is key to developing its increasing national and international profile. The Mayfield meanwhile strategy has promoted cultural innovation, growth, skills development and talent retention which has enhanced the regions cultural offer. It has been used to kick-start regeneration and permission has been granted for a temporary change of use of the Depot to allow theatre, music and dance, food and

drink festival, markets and offices The Strategy will continue to evolve and develop alongside the delivery of the Phase 1 projects.

The agglomeration benefits of the first phase of development at Mayfield alongside North Campus and HS2 would lead to the creation of thousands of jobs. Development in this sustainable location could help to manage climate change. It would use previously-developed land as a park and improve the River Medlock. This should help the City to tackle climate change and be more environmentally resilient.

These proposals would deliver significant regeneration benefits. It would encourage better physical and visual engagement and integration with adjacent communities and establish a sense of place for Mayfield.

Design Issues

Relationship to Context, Architectural Quality and Effect on 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. It evaluates architectural quality in terms of the buildings scale, form, massing, proportion and silhouette, materials and its relationship to other structures. The buildings are not considered to be tall in their context. How their scale, massing and design responds to their context and the design parameters of the SRF needs to be considered.

The design was discussed with Places Matter and public engagement took place. Materials and building styles vary in the area with the large scale brick, concrete and steel of the railway infrastructure, the Depot, and the brickwork Star and Garter and warehouse on Baring Street. Contemporary buildings are taller and use modern materials such as rainscreen cladding, brick and concrete. Mayfield would use simple, high quality materials that are durable and maintainable.

This first phase buildings and the character and layout of the Park must create high quality and distinctive place. It is perceived as being 'off pitch' commercially and needs to appeal to occupiers as a new destination. The buildings and the public realm would capitalise on the areas heritage to create a unique place rooted in the identity, character, and history of the City.

The SRF contains several historic buildings and structures including:

- The Star and Garter public house, a grade II listed building.
- The Mayfield building, a disused train station composed of three different structures: the ticket hall, the station depot and the viaduct.
- The Depot building is a Victorian structure with indoor space articulated by a grid of steel columns and with the northern elevation incorporating a network rail ramped access route.
- The viaduct, a monumental structure made of massive red brick arches.

This context along with other historic remnants provide structural, architectural and textural elements that give the site its character and atmosphere. Their retention

would preserve the place history and character. None of these are in the Phase 1 applications, but have influenced the architecture.

The masterplan has evolved through detailed design, market testing and previously unknown site constraints. The fundamental differences between SRF and the submitted proposals are the footprints/massing/ uses of the buildings. The need to provide external amenity space as part of the buildings has led to an increase in height but respects the SRF objective to stepping up towards the edges of the site and down in the central area.



2018 SRF Plots Submitted scheme (Plot L future phase)

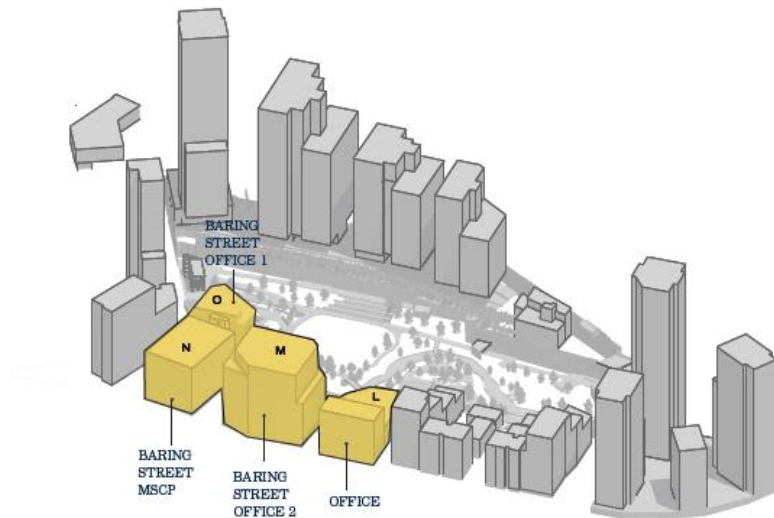


Diagram illustrating optimised plot design

Diagram illustrating optimised plot design

The building design would retain appropriate levels of daylight to the park in accordance with the SRF. The MSCP would replace an office building and would support residential and commercial uses. The MSCP would enable ground floor areas to contain more active uses as opposed to car parking.

Paragraph 127 of the NPPF advocates development which adds to the overall quality of an area, establishes a sense of place, is visually attractive, is sympathetic to local character and optimises the potential of the site.

The proposals would improve the area and use the site efficiently. The public realm would create a sense of openness around the buildings and enhance the arrival experience. The ground floor uses would provide natural surveillance

An analysis of each individual component of the scheme is set out below.

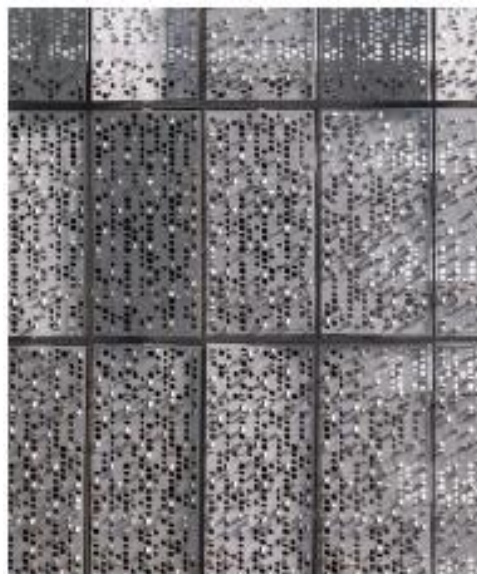
MSCP

The design incorporates functional requirements such as the need for ventilation but ensures that the internal structure is not visible. The building would have a different treatment at an upper and lower datum to reduce its impact at street level. The lower level responds to the Mayfield Depot where arches would relate to human scale and activity at ground floor. Climbing plants would grow up this part of the building. The arches would reflect the industrial heritage of the railway arches on Temperance Street. The arches would be constructed of powder coated steel grating with angled louvered uprights that control views into the car park. There would be powder coated steel grating in-fill panels, to support the planting.

The appearance would also align with elements of the neighbouring office building with the lower level responding to the band of anodised metal that defines the office entrance. The upper portion aligns with the fourth floor terrace and extends to the eighth floor of the office building. Panels would align with the tops of window panels to create continuity. The 3m wide panels would reflect the rhythm of the office window bays.



A photograph of a physical model showing a bay study of the elevation



A photograph of the facade model

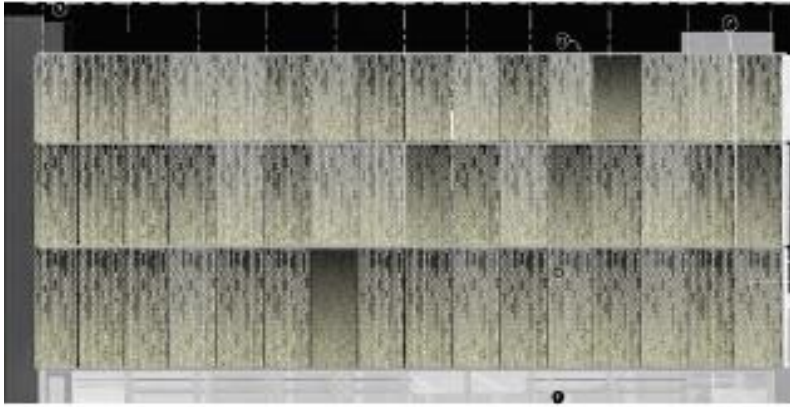
The upper levels comprise a series of vertical elements, reminiscent of the Calico Printworks fabrics that were woven on looms in large rectangular panels within the Mayfield Print Works. They have a simple and contemporary pattern of vertically aligned circles. These panels would overlay the horizontal elements with a vertical rhythm. Individual panels would reflect the panellised production of fabrics which become smaller and more articulated towards the top of the building.

Open perforations would be in areas between the structural slabs and columns to minimise views of the structure. Some perforation would not be fully punched out, with the perforation is left attached and bent outwards. This would create a three dimensional appearance and catch light and reflect changing weather conditions. The ventilation strategy requires the east and west façade to be more open which allows the façade to change in nature as it wraps the building.

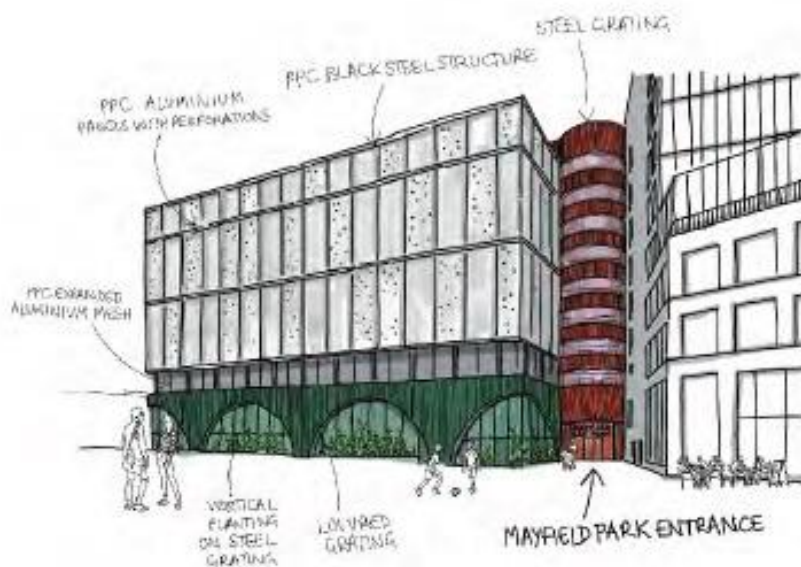


20.12.19 Planning Submission East Elevation

The west, south and a portion of the east façade are the most visible. The panels would be rotated by up to 15 degrees to reinforce the panelised approach and reflect the light differently. The amount of rotation would differ with less rotation at lower levels to reduce views into the car park. Greater rotation at the upper levels would create a varied skyline in longer views along Mancunian Way. The 'secondary facades' are largely hidden behind neighbouring buildings and the panels would not be rotated.

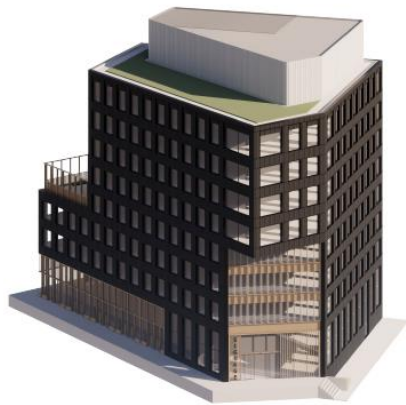


The external stair core would appear as a sculptured element between the MSCP and Office 1 to improve legibility and become a prominent way finder.



Baring Street Office 1

This office would overlook the Park and the depot. The accommodation would be flexible with an emphasis on creating a unique and distinctive commercial opportunity. The ground floor would be publicly accessible and provide a range of amenities and provide a focal point to engage with the park.



—Aerial axonometric view
From north-west corner of development



The building would have cutbacks to provide articulation which creates an angular building with façades which would address the park, the depot, Baring Street and the approach from Piccadilly.

The massing would ensure that the park would have adequate sunlight and daylight levels. The cut back at the upper levels provides daylight to the heart of the park and an open terrace on the eastern corner faces the river. A lower cut back addresses Baring Street and the approach from Piccadilly and identifies the buildings entrance. A rooftop plant enclosure would ensure that as much space as possible is available for public use at the ground floor.

The building would use contemporary materials with corrugated metal and lightweight steel. The dark corrugated metal, anodised aluminium, timber vertical screening and glazing would be a modern interpretation of the robust solidity of Mayfield and Manchester's Victorian mill heritage. The facades on Baring Street would have deep window reveals similar to traditional masonry buildings.

There is more glazing to the base and top of the building to add contrast and articulate a more prominent top and provide scale where the building meets the ground. The ground floor would have a double height foyer with public space providing daylight and views of the park. The lower levels would be carved away with the cantilever clearly defining the main entrance.



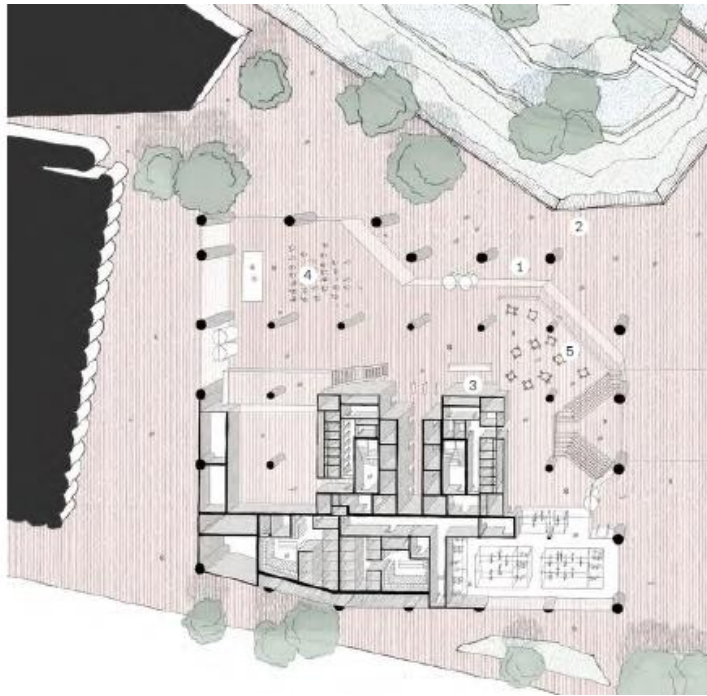
The ground floor facing the park has a similar treatment and the upper levels are cut away exposing a contrasting lightweight treatment. This allows sunlight to the park and lowers the corner to a more human scale. The south façade faces the multi-storey carpark with the core located here to maximize the floorplate facing the park. The solid corrugated metal wraps around most of this area.

The rooftop plant enclosure would be set-back with the corners chamfered to reduce its impact and provide space for cleaning and maintenance.

Office 2



The design would relate to the strong industrial and parkland setting. A colonnade facing the park would create an open and public space and act as an extension to the park. The ground floor glazing would be set back encouraging pedestrians to stay in the park. The double height entrance would relate to the scale of the Depot.



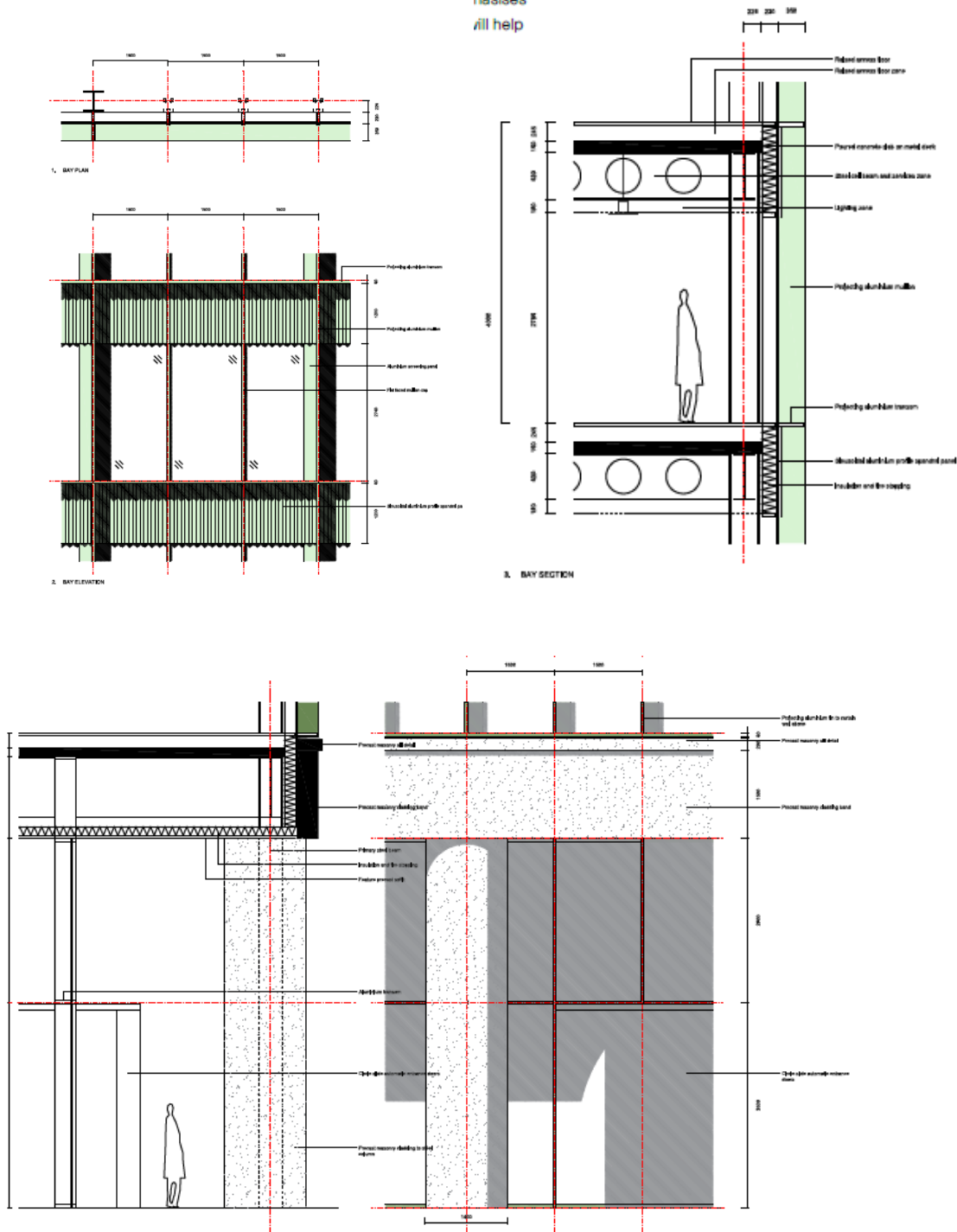
Active frontage would be provided to the park with the colonnade providing shelter, entrance and congregation. The building would be chamfered envelope and direct long range views across the Mayfield Park.



The massing would have a layered form, with a tripartite subdivision characteristic of many traditional Manchester buildings. The base would be overlarge, referencing the Depot, with a repetitive façade above. Small scale external spaces on the upper floors would further connections with the Park.

The upper façade is a curtain wall system with aluminium metalwork and the façade's 350mm projections would manage solar gains. Corrugated profiles would provide texture and depth and emphasise the layered banding.

hasises
will help



The design interprets the robust solidity of Mayfield and the Citys Victorian mill heritage in a modern way and uses of industrial materials. The buildings would be high quality and respond to their context. This would help to define the sense of place and identity as required by the SRF.

Townscape and Visual Impact Assessment

The Townscape and Visual Impact Assessment (TVIA) uses the methodology and approach in the 'Guidelines for Landscape and Visual Impact Assessment' (GLVIA)

Third Edition' (2013) – produced by the Landscape Institute (LI) and IEMA. In addition the following guidance documents have been used:

- Guidance on tall buildings published by Historic England: Advice Note 452;
- History in the View prepared for English Heritage by LUC in 2011;
- Manchester Residential Quality Guidance;

The 14 key verified views and 1 indicative kinetic view have been analysed to understand the impact of the development on the townscape. A qualitative assessment includes sThechemes under construction.

The height of the proposals and the scale of surrounding railway infrastructure and the Mancunian Way limit visibility from outside the site and it would have a limited impact on its immediate surroundings. Few streets in the city centre are aligned to it. The verified views indicate that the significance of effect would be Neutral. Noticeable improvements are predicted in close proximity to the site. The proposals would enhance the local street scene and increase activity and safety and security.

The kinetic views cannot be verified but indicate how the buildings would fit in the townscape. It shows that all buildings would fit and complement each other. None appear isolated, each are of a sufficient different height and form to provide a varied horizon. The profile of each is identifiable and multifaceted, which would contribute positively to both townscape character and view. The park would mainly be concealed behind buildings but would benefit the townscape of Mayfield and provide an important open space.

The proposal would affect the city centre townscape with a positive local contribution, to Mayfield in particular, and would complement the townscape character in terms of form, height, scale and design.

In terms of cumulative effects there is would be no change.

During construction the effects should be relatively localised, temporary in nature, extend over the short to medium term, would not affect other Townscape character zones in any measurable way and would be minor adverse

The proposals would promote further regeneration and realise the vision of the Mayfield SRF by creating a distinctive and well-connected place. It would have moderate beneficial effect on townscape character.

Consideration of merits of the Proposals with National and Local Policy Context relating to Heritage Assets

The NPPF (para 193) stresses that great weight should be given to the conservation of heritage assets, irrespective of the level of harm. Significance 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 proposal would enhance the setting of the Depot, sustaining and enhancing its significance. It makes a positive contribution to local character and distinctiveness

and would preserve those elements of the setting that make a positive contribution to the asset. The proposed development would therefore be consistent with paragraphs 193 and 197 of the NPPF.

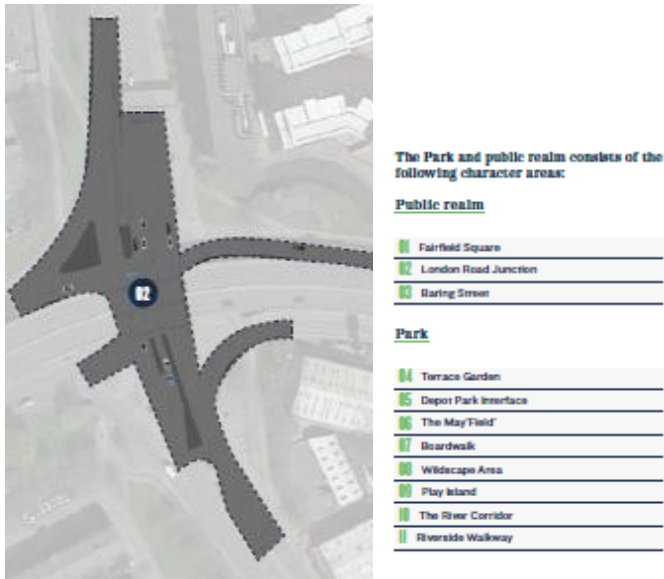
Credibility of the Design

Proposals of this nature are expensive so it is important to ensure that the design and architectural intent is maintained through the detailed design, procurement and construction process. The design has been sufficiently developed and costed to ensure that the submitted scheme can be delivered. The materials have been selected following 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 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. Detailed initial investigations, including the: ground conditions and archaeology have been carried out which should help to insure against un-foreseen costs.

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





Mayfield Park would be a major facility that defines the post-industrial character of the area. A mix of historic features such as footbridges, cobbles and preserved and restored structures would create an interesting and distinctive place. Long-term economic and social value would be derived from the creation of this high quality place. The park would be accessible from surrounding areas and have attractions, focal points and features. This would attract a broad range of people, promoting identity and community, ownership, interaction, inclusivity and social cohesion.

The 2018 SRF seeks to build on the character of Mayfield by retaining the Depot and other structures, and restoring and enhancing the River Medlock. New layers would be added to these existing built and natural assets. The park would be laid out as a sequence of linked but different spaces:.



Sketch illustrating the Vision for the Western end of the Park. (View taken from The Gasworks-looking East)



The buildings would be designed as an of the park with green infrastructure and high quality hard landscapes as part of the ground floor of the buildings. Active frontages are fundamental to create hustle and bustle throughout the day. The environment created would be welcoming and inclusive. The River would be the centrepiece of park and the creation of a more natural environment along its banks would allow people get closer to it.



There would be a consistent palette of hard materials, planting and street furniture to create a public realm which is distinctive, legible and defines a distinctive identity. Street trees and street lighting would reinforce character and the importance of routes.

The trees would be semi mature to provide an immediate impact and have 2.2m clear stems to provide sightlines and promote personal safety and passive surveillance. Tree planting would help to provide areas of shade which are particularly useful for protecting vulnerable children and older people from the effects of the sun. Deciduous species with autumn and spring colour would maintain interest throughout the year.



The proposed green infrastructure would also have some positive effects in terms of improving air quality.



Other benefits of the scheme would include:

- Complementing and enhance Greater Manchester's existing and emerging network of open green space;
- Opening up the river and provide visual and physical access to the watercourse and associated habitat;
- To substantially improve and extend green blue infrastructure connection into the city centre:
- To become a catalyst for future change along the River Medlock Valley.



The Park would be a place for everyone including older people. It would accommodate day to day uses including active; passive; community; arts and culture; and environmental. This would provide somewhere for everyone irrelevant of age and physical ability, race, belief or sexual orientation.



The public space at the covered Mayfield Depot would be part of the park as an indoor and outdoor space. This may offer shade in the summer or shelter in the winter. An annual events programme with different uses would enliven the park throughout the year.



The Park would be open 24 hours a day and would have no gates to control access / egress. There would be an on-site maintenance and management team. Final details of the management and maintenance of the Park would be a condition of any

consent granted. The use of the park would be governed by the same rules and regulations as those that apply in City Council's own parks. The management company would therefore liaise very closely with Manchester City Council and Greater Manchester Police.

Materials

The materials would respond to the areas industrial past and would be simple, restrained, unfussy and typical of industrial detailing. There would be a strong link between the site's heritage and the park design. There would be locally sourced clay pavers with joint widths that provide a suitable surface for wheelchair and mobility scooter users. Light textures in the surface can add surface grip in wet weather. The greenery would stand out against the concrete base. Laid in situ, the concrete requires no additional edge restraint and a simple interface with planting.

Self bound gravel, rock boulders in the river corridor and defining edges reflect the natural stone cobbles used on surrounding streets. Gravel would be used in some areas of planting to help establish habitats and act as a mulch to suppress weeds.

The structural elements of the park would be steel, concrete and timber. This represents the character of the site, complements the proposed paving and provides hard wearing robust materials that can cope with the riverside environment.

The surface in the play-space would meet safety standards, and a recycled rubber surface would provide soft cushioning. There would be timber decks along the river edge and habitat areas where some of the ground levels falls away. Weathered steel grating would be used at the riverside jetty and, at the south of the park, retaining walls would be clad with sheet steel.

Materials would be sourced as locally as possible with new clay paving bricks expected to be sourced from Stoke, other materials recycled from site, aggregate sourced from UK quarries and steel expected to be sourced from Sheffield.

Promotion of Health and Wellbeing

The design would promote health & wellbeing and to help to Manchester residents to live longer, healthier and more fulfilled lives. Collaboration with public, private, academic and voluntary and community partners would help to achieve this and strengthen links with the city's sporting leisure and cultural assets.

There would be diverse opportunities to play and exercise with nonprescriptive opportunities such as group sports and informal exercise such as ball games, yoga, frisbee, stretching etc. Stepped level changes would provide informal work out space for plyometric training and hidden exercise opportunities could be communicated through a Park app. The bridges create walking and running loops and the play Island would offer climbing, swinging and exploratory activities. Areas of the park have been designed to withstand skateboarding.

Passive activities would connect with nature to promote good mental health. A large south facing seating terrace overlooks the park providing a space to sketch, people

watch or sunbathe. Scattered seating would provide quiet spaces for individuals or small groups to relax and riverside jetties allow people to engage with the river and its habitat. Quiet walking trails along the river edge would be opportunities to escape the busy city and enjoy the sounds of the river and the rustling wetland planting.

Biodiversity and Wildlife Issues / Contribution to Biodiversity Net Gain and Blue and Green Infrastructure

An ecology survey notes that there are no Special Areas of Conservation (SACs) or Site of Special Scientific Interest (SSSI's). Rochdale Canal, Stott's Lane - Ducie Street Basin and Ashton Canal approximately 400m to the north are Grade A SBIs. The Rochdale Canal supports regionally important aquatic habitat and species, including internationally important populations of floating water plantain and the Ashton Canal is recognised as important for its submerged aquatic flora.

Several structures could provide roost features for bats with common pipistrelle the most likely to be present. There is a pipistrelle roost at the Depot building. Roosts could be disturbed by noise/vibration from construction and disruption to commuting and foraging routes from night time lighting, the removal of vegetation and the works to the River. Control measures from construction noise and lighting would accord with national guidelines are included in the Construction Management Plan which would be a condition. The temporary loss of foraging habitat is not considered to be significant as other habitat outside of Phase 1 would be available and construction lighting would maintain dark corridors connected to the depot.

Roosting bats could be disturbed or the roost lost during demolition or refurbishment which would be an offence under current wildlife legislation. The landscaped areas provide semi-natural habitats within Mayfield and the river corridor provide a link to other suitable areas within the city. Bat surveys at other sites in the city centre have revealed that rivers and canals are a well-used foraging and commuting resource for bats. Modification of the habitats at the site and in particular any increase in artificial lighting could reduce the value of these areas to foraging bats and potentially fragment the important river corridor that links bat habitats throughout the city. The Assessment recommends that additional surveys would be required to provide sufficient information to inform the impact assessment and, if necessary, an appropriate mitigation strategy and this should be a condition.

A breeding birds survey should be carried out, including efforts to detect common kingfishers and black redstarts. Any necessary mitigation should be a condition.

The 'biodiversity net gain' principle seeks to avoid impact with a hierarchy of minimising, restoring and, as a last option, creating new habitats. Site clearance works has removed scattered scrub, trees and semi-improved grassland and has reduced bio-diversity. A baseline survey in 2017 has been used for the biodiversity net gain calculations to reflect a true change in habitats of Phase 1 and wider Mayfield development.

Habitats at buildings, the depot, the culverted and canalised River Medlock, extensive areas of hardstanding and a range of semi-natural habitats typical of urban brownfield sites have been recorded. Small bat roosts are present in four locations

including a culverted section of the River. Vegetation along the river corridor is dominated by Japanese knotweed, but it is an important foraging and commuting corridor for bats. The habitat on site is suitable for the black redstart, a rare breeder in the UK that is known to occur nearby.

The Ecology Strategy outlines measures to increase biodiversity and public access to green space. The park would deliver a substantial amount of the natural capital. The strategy covers key habitats and species which have been identified as important ecological features across the SRF, as priority species or habitats in Manchester and Greater Manchester planning policies, guidance and local Biodiversity Action Plans (BAPs) and as UK priority habitats and species (NERC Act 2006 S.41).

The priority habitats include the River, brownfield habitats and urban managed greenspace. Priority species include bats, black redstart, breeding birds including urban-adapted swifts and peregrine falcon and generalist invertebrates including pollinators which are of both national and local conservation concern and merit local conservation work

The majority of semi-natural habitats would be removed to allow development to proceed and compensatory habitat would be provided as well as habitat for bats, black redstart, generalist bird species and invertebrates. The proposal could provide enhance and deliver biodiversity through green infrastructure, with native species and tree planting, incorporation of wildlife planting including for pollinators, the creation of biodiverse roofs and the provision of habitat features

These would be delivered by the restoration of 0.23ha of the river and floodplain environment. The park would deliver a 175% biodiversity net gain of 175% in Phase 1 or 25% if measured against the entire Mayfield area. A six acre, ecologically valuable habitat would be created incorporating native species and diverse pollinator planting and a 1.22ha habitat of broadleaved woodland with 147 trees and semi-improved neutral grassland for foraging, commuting and roosting bats, breeding birds and invertebrates.

The resilient plant species and sustainable drainage solutions would ensure the park can accommodate a 1:100 year plus climate change flood event providing an important flood protection measure. Marginal wetland areas would be created along river edges giving space for water, recreation and wildlife, increasing biodiversity and flood resilience.

The river would be opened up by the removal of the culvert and high-sided river walls and habitats would be created. Riffles and pools in the riverbed would increase oxygenation and provide habitat for fish and aquatic invertebrates. Artificial nest boxes for kingfisher, dipper and wagtail would be provided in the riverbank where possible. The river corridor would dark enough to allow bats to use it. A sensitive lighting plan would minimise light spill whilst maintaining health and safety requirements in public realm areas.

A replacement brownfield/open mosaic habitat, a UK priority, would be provided as compensation, mimicking brownfields with specific features for black redstart and benefiting generalist birds and invertebrates. This could include biodiverse/brown roofs, living walls, perching posts and nest boxes close to the river

Plant species which are native and/or benefit pollinators and other invertebrates would be provided with habitat features that support resting/hibernating invertebrates would help to meet the targets of the National Pollinator Strategy as well as deliver biodiversity net gain. The habitat provision in the park, including the enhancement of the river corridor, would provide suitable mitigation for any habitats lost to facilitate Phase 1

Demolition/conversion works to buildings and culverts which contain bat roosts would be carried out under licence from Natural England with provision of replacement roosting habitat.

The implementation of measures to provide mitigation for habitat loss and to improve biodiversity are included within the submitted Ecology Report and should be a condition. An ecologist can advise on further ways to provide enhancements, in addition to mitigation, to improve wildlife value and contribute towards a net gain in biodiversity such as additional bird and bat boxes and additional plantings including night scented species to provide foraging habitat for bats and nesting habitat for birds. Native, nectar rich plants that attract insects would be recommended as they would enhance foraging opportunities for bats.

Manchester Green & Blue Action Strategy highlights that Manchester needs to be a green city and a growing city. Urban greenery would be created across Mayfield with the Park as a focus. The tree planting and soft landscaping would improve biodiversity and form corridors which enable natural migration through the site. This would increase opportunities for habitat expansion leading to greater ecological value. A condition would require agreement of the details of this.

Green roofs, potential blue roofs, rain gardens and other green infrastructure, such as the green arches on the MSCP, delivered with the MSCP and Offices would enhance biodiversity and expand habitats and improve ecological value.

The Park would deliver significant biodiversity gain through new habitats, particularly for Phase 1 and across Mayfield. The provision of replacement bat, bird and invertebrate habitat features in the park, and swift and peregrine nesting habitat, and the enhancements across Mayfield would deliver meaningful biodiversity gains.

Sustainability Overview

The approach to sustainability prioritises performance outcomes and meaningful impacts that reflect the City's ambition. This should deliver positive socio-economic and environmental outcomes and net gains as set out in the NPPF and deliver sustainable development.

Energy Efficiency and Operational Reductions in CO2 emissions.

Larger buildings should attain high standards of sustainability because of their high profile and impact. The Partnership is developing a zero carbon framework and the phase 1 proposals would be an integral part of reducing total emissions to at least zero by 2038 or sooner.

The Energy Statement and Environmental Standards Statements (ESS) sets out measures that could be incorporated across the lifecycle of the developments to ensure high levels of performance and long-term viability and ensure compliance with planning policy. Energy use would be minimised through the Energy Hierarchy, improving the efficiency of the fabric and using passive servicing methods. The thermal performance and air tightness would exceed Part L of the Building Regulations and energy reducing and low carbon technologies are then applied.

The highly sustainable location should reduce its impact on the environment. Policy EN6 requires development to achieve a minimum 15% reduction in CO2 emissions on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements, which equates to a 9% improvement over Part L 2013.

All Phase 1 developments adopt the “Lean, Mean, Green” principles and exploit opportunities to reduce power consumption and generate clean green energy which can be used as locally as possible.

Baring Street Office 1

This development includes passive measures and efficient plant. It has a zero-combustion strategy for heating and hot water, which eliminates pollution, through Variable Refrigerant Flow units served by high efficiency reverse cycle Air Source Heat Pumps and heat recovery. The services would be all electric with high performance fabric targets to avoid unwanted heat loss and gains. The proposal would achieve a 13.5% reduction compared to Part L 2013, exceeding the requirements of EN 6.

The proposal has been assessed under the EPC (Energy Performance Certificate) Standards which has indicated that a score of between 81% and 91% is achievable.

Baring Street Office 2

Highly efficient building fabric; highly efficient building service; low energy lighting; and roof mounted PV would reduce carbon use. It would achieve a 10% reduction above Part L 2013, exceeding the requirements of EN 6. A BREEAM pre-assessment has indicated that a Breeam Rating of Excellent should be achieved.

The Sustainability Statement requires evidence of real, benchmarked performance outcomes across the lifecycle of the developments. The following targets have been set for the developments in addition to those set out above:

- Provide glare control, good levels of daylight, best practice lighting levels, good levels of thermal comfort, ventilation and internal acoustic performance in Office 1 and 2;
- Passively ventilate MSCP and include energy saving measures, including high efficiency LEDs, presence detection sensors
- Draw on best practice SUCH as BREEAM, the WELL Building Standard and Fitwell to improve energy performance and the health and wellbeing of occupants in Baring Street Office 1 and 2:

- Achieve an indicative EPC B (81-91%) and take steps to optimise the operational performance of Baring Street Office 1 using frameworks such as Design for Performance, including consideration of the following:
- Setting an operational performance target for total building energy consumption and related emissions – this would be written into construction tender documentation as a procurement requirement;
- Undertake advanced simulation as the detailed design process progresses to better understand total energy consumption;
- Commission an independent expert design review to check that the detailed design will achieve its target rating,
- Create a Performance Validation Plan to confirm how performance will be measured throughout the construction, commissioning and occupational phases of the building;
- Undertake an intensive commissioning programme to ensure that controls are consistent with the final design. In parallel, a performance based maintenance contract will be developed and a process to oversee tenant fit-outs determined; Conducting a detailed fine-tuning programme, with quarterly Building Management Service (BMS) reviews undertaken for at least the first year, alongside and following which a process of monthly monitoring shall be enacted to compare actual performance against the modelled target, with issues risks and remedial actions Identified;
- Subject to an industry standard operational rating system being developed, procuring an operational rating produced by an independent accredited assessor and compared to the target rating. Should no such rating system be developed, an independent audit of operational performance will be undertaken and the results disclosed publicly;
- Reduce the overall consumption of water and limit any future impact of water scarcity e.g. through low flow taps and dual flush toilets, a sub metering and monitoring regime, and the installation of leak detection devices;
- 100% high efficiency LED lighting, with limited upward light transmission for all exterior lighting Baring Street Offices 1 and 2 and MSCP

Crime and Disorder

The increased footfall, additional residents and the improved lighting would improve security and surveillance. Greater Manchester Police have provided a crime impact assessment and a condition would require Secured by Design accreditation.

The Park would a privately managed public space and an agreed plan would ensure that it is well managed and residents, workers and visitors would be safe

Relationship to Transport Infrastructure, Highways Impacts and Servicing

Mayfield is close to Ardwick and borders North Campus and the HS2 Masterplan. All forms of sustainable transport are nearby. The public realm improvement would enhance links to sustainable transport and nearby residents would be able to walk to jobs and facilities at the site.

A Draft Travel Plan sets out how the use of sustainable transport modes could be maximised. The majority of trips would be by sustainable modes, or would be

undertaken through linked trips. However, the access strategy does recognise a need for car journeys as part of a balanced approach.

Vehicular routes would be rearranged to improve connections to Piccadilly Station. Pedestrian connections to adjacent areas would be enhanced. Improved connection to the Station would improve connections to Piccadilly Gardens and the Northern Quarter. Junction improvements and crossing points on the Mancunian Way and London Road would make pedestrian journeys safe and cyclists and pedestrians would benefit from environmental improvements including reduced traffic speeds via a proposed 20mph zone.

An internal strategic cycle routes along Baring Street, Mancunian Way slip-road and along the southern boundary of the Park would connect to the cycle network and new local routes. The London Road /Mancunian Way junction would be reconfigured to improve the pedestrian and cycle access. Many roads surrounding the SRF boundary are recommended for cycling improvements as per Manchester's 'Made to Move' Strategy, and A6 London Road and Fairfield Street are designated as on-road cycle routes. It is proposed that a new Beeline Cycle route will run along London Road adjacent to Mayfield.

There would not be dedicated cycle routes within Mayfield Park. The topography and size of the Park precludes the provision of paths that can be shared safely by pedestrians, cyclists and those with mobility impairments. A cycle route would be maintained along the southern edge of the Park with secure cycle parking provided at all entrances. 6-10 short-stay cycle parking spaces are proposed at each parking location on the edge of the Park and would meet or exceed Council requirements. All cycle parking would be highly accessible, safe and secure.

Cycle parking and shower facilities and lockers are provided in line with Council for British Offices (BCO) standards. Only cyclists and staff would have fobs to access the cycle store.

Highway amendments would be subject to TROs to allow the delivery of the car park and provide sufficient separation between vehicles, cyclists and pedestrians. A key change would allow vehicles to access Mancunian Way from London Road on a one way basis, with Baring Street one-way. This would provide direct access to the MSCP from London Road and allows traffic to loop back onto London Road to egress the site.

A layby would be provided on Baring Street adjacent to Office 1. The taxi stacking arrangement for the Station uses Baring Street extensively. The environment is poor in terms of traffic movements, noise and air quality. Long term, the taxi facilities would be relocated to the north of the station, as part of the Piccadilly area regeneration proposals. In the short to medium term, options will be explored to improve the immediate environment and efficiency of pick-up and drop-off.

The Head of Highways has no objections and the points raised by the objector in relation to cycling have been considered by them and changes made accordingly to the proposals.

Effect on the Local Environment/ Amenity

This examines the impacts on nearby and adjoining occupiers and includes issues such as microclimate, daylight, sunlight and overshadowing, air quality, noise and vibration, construction, operations and TV reception.

Sunlight and Daylight

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 a manner appropriate to the 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 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 is not mandatory but is generally accepted as the industry standard and helps local planning authorities consider such 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

There could be sunlight and daylight impacts on a neighbouring student residential scheme and amenity landscaped areas, amenity space north of the Macdonald hotel and amenity space adjacent to London Road could be affected. Other residential properties have been scoped out due to their distance and orientation from the site. The BRE Guidelines suggest that homes have the highest requirement for daylight and sunlight and the guidelines are intended for use in rooms where natural light is required, including living rooms, kitchens and bedrooms.

The BRE Guide recommends that the assessment should include cumulative impact of consented developments. The baseline used is prior to any demolition which has been completed. The 2019 site condition consists of warehouse Unit 5, low-lying warehouses in the southeast corner and southwest corner of the site. Walls of the depot on the northern half of the site are also included in the baseline.

Demolition and Construction

Effects in relation to daylight, sunlight and overshadowing would vary throughout the demolition and construction phase but would be less than the completed scheme.

Daylight Impacts (Completed Development)

The BRE Guidelines methodologies for daylight assessment are progressive, and can comprise a series of 3 tests. Given the scope of the impact detailed below, only the Vertical Sky Component (or VSC) test has been carried out.

VSC considers how much Daylight can be received at the face of a window by measuring the percentage of sky 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%.

The Guidance states that a reduction of VSC of more than 20% or of NSL of 20% does not necessarily mean that light would be inadequate, but there is a greater chance that the reduction in daylight would be more apparent. Under the Guidance, a scheme would comply if it remains within 0.8 times of baseline figures as this would not be noticeable. For the sensitivity analysis, this is a measure against which a noticeable reduction in daylight and sunlight would be discernible and is referred to as the BRE target.

The density of development is unusually low for the City Centre. Buildings that overlook the site have received unusually high daylight levels in a City Centre context. As such the baseline situation against which sunlight, daylight and overshadowing are measured, does not represent a densely developed urban environment.

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 allow very little development to be built.

The assessment has been carried out on the basis of layout drawings for the surrounding buildings as it has not been possible to access properties.

The proposed seeks to minimise effects on daylight and sunlight to existing homes (including hotel and student residential), whilst seeking to maximise the availability to the proposed buildings. This has been achieved by reviewing proposed options and providing feedback on the effects. The impacts are set out below.

Liberty Point - The VSC results shows that 110 (91.7%) of the 120 windows would satisfy the BRE guidelines by retaining a VSC of at least 27% or at least 0.8 times their former value. The remaining 10 windows would achieve a factor of between 0.6 and 0.8. It is considered that the overall effect of Application 1 would be of minor adverse significance.

Sunlight Impacts (completed development)

The BRE sunlight tests should be applied to all main living rooms and conservatories with a window facing within 90 degrees of due south. The guide considers kitchens and bedrooms to be less important, although care should be taken not to block too much sunlight. 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.

Where sunlight is reduced by over 20%, it does not automatically mean that sunlight would be insufficient but the loss may be more noticeable.

Liberty Point - The sunlight results show that 119 (99.2%) of the 120 windows tested would satisfy the BRE criteria for annual and winter sunlight criteria. The remaining 1 window would achieve between 0.6 and 0.8 of its former value. The overall effect of Application 1 on this receptor would be of minor adverse significance.

Cumulative Effects

Demolition and Construction

Surrounding cumulative schemes identified are too far away to be impacted by the Proposed Development.

Sunlight to open spaces

Open spaces should retain a reasonable amount of sunlight throughout the year and the Guidance recommends that to appear adequately sunlit throughout the year, at least 50% of a garden or amenity area should receive at least two hours of sunlight on the 21st March. If a detailed calculation cannot be carried out, it is recommended that the centre of the area should receive at least two hours of sunlight on the 21st March. Existing open spaces should receive at least two hours of sunlight on the 21st March on at least 50% of their area or at least 0.8 times the former area receiving two hours of sunlight.

All affected amenity areas would be compliant with the BRE Guidance. For the Mayfield Park the figure is 97% (Baseline 98%). Mayfield Park would achieve the sufficient sunlight hours on the park such to meet BR209 guidance.

Future plots in Mayfield would be subject to sunlight, daylight and overshadowing assessments as they come forward.

Wind

Changes to the wind environment affect how comfortable and safe the public realm is. Changes that can't be designed out, should be minimised by mitigation measures. The massing and exposure of the scheme has been assessed in conjunction with long-term wind climate statistics. It includes buildings being constructed close to the site and committed schemes which might also have an impact. The significance of effects is assessed based on current or planned pedestrian activities. The impact of topography, building shape and climate has advised that mitigation measures are required.

Computational Fluid Dynamics modelling simulates the effect of wind and is an acceptable industry standard alternative to wind tunnel testing. It confirms that with the mitigation measures incorporated into the scheme, the conditions for pedestrians in all areas of Mayfield would be acceptable.

The mitigation includes trees planting around the offices and MSCP along with, a 50% porous 1.1m balustrade at the podium wall along the edge of the Park and, lower level planters with shrubs.

A small area at the southeast corner of Office 2 shows slight acceleration but is suitable for walking around buildings. The rooftop of Baring Street MSCP shows slight acceleration along the eastern edge. These wind effects are considered minor adverse and therefore acceptable for the planned activities.

No safety issues would occur in this phase or cumulatively with future schemes and the tested mitigation would be adequate.

Air Quality

An air quality assessment (AQA) has considered whether the proposal would change air quality during construction and in operational. The site is in an Air Quality Management Area (AQMA) where air quality is be poor as a result of traffic emissions. As such, site users and adjacent residents could experience poor air quality and vehicles travelling to and from the site could increase pollution levels.

Mitigation measures are required during construction to minimise dust impacts and good on site practices 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.

Dispersion modelling has determined the impact at sensitive locations from operational traffic. This is predicted to be slight adverse at nine locations, and slight beneficial at four locations. The beneficial impacts are due to a reduction in predicted traffic flows on Whitworth Street and Fairfield Street. The remaining locations would see negligible change and it is concluded that the effects would not be significant.

A travel plan would aim to reduce vehicle trips, traffic congestion, noise and air pollution, and greenhouse gas emissions. There would be 10% electric vehicle charging spaces to encourage zero tailpipe emissions which could be increased.

Other measures are proposed by MCC and GMCA to improve air quality such as a Greater Manchester Clean Air Zone, support local businesses and sole traders to upgrade to cleaner vehicles; and trebling the number of EV charging points.

The implementation of these measures would ensure that the residual effects would not be significant. Pollutant concentrations would be within the relevant health-based air quality objectives. Building users would be exposed to acceptable air quality and the site is suitable for the proposed use. Cumulative effects with other committed development would be negligible for both construction and operational phases

Noise and Vibration

A Noise Report concludes that with acoustic design and mitigation, the internal noise levels would be acceptable. Mitigation measures for any externally mounted plant and ventilation should be a condition.

Access for deliveries and service vehicles would be restricted to daytime hours to mitigate impact on residential accommodation.

The operational phase would not produce significant noise or vibration. Disruption could arise during construction and the applicant and contractors would work with the local authority and communities to minimise disruption. A Construction Management Plan would provide details of mitigation and should be a condition. Construction noise levels based on worst case assumptions would be moderate temporary adverse. Following mitigation construction noise is not likely to be significant.

Acceptable internal noise levels can be achieved with relatively standard thermal glazing

Telecommunications (TV and Radio reception and Broadband provision)

A Baseline TV Reception Report based on technical modelling in accordance with published guidance was supplemented by a baseline reception survey that took place in the potential interference zones to increase its accuracy.

The study focused on the reception of VHF (FM) radio and the two television broadcast platforms that could be impacted ie digital terrestrial (DTT) and digital satellite television (DST). The proposal is not expected to have any adverse effect on DTT Freeview, as coverage is good with no viewers in a theoretical signal shadow. No interference is expected for (DST) Freesat & Sky due to the lack of satellite dishes in a theoretical signal shadow. Good coverage and the robust technical nature of the broadcast radio network regarding building-generated signal interference mean the proposal is not expected to affect the reception of VHF(FM) radio services.

Overall, the development would have a neutral effect on the reception of television and radio services for local residents and mitigation is not required.

Inclusive Access

The Office buildings and MSCP would be fully accessible. Publicly accessible parking would be available on-street on Buxton Street including disabled spaces and drop off zones close to the park entrance. 21 spaces (4%) in the MSCP would be provided for disabled people. These are primarily on the ground floor and adjacent to the lift core on other floors. The MSCP would use an Automatic Number Plate Recognition system. There would be no barrier system and payment would be via an app. The Mayfield Management Team would assist those without access to the app. 3 disabled parking spaces would also be provided adjacent to the Park on Buxton Street as well as drop off zones close to the park.

The cycle parking would include disabled people cycles and accessible gradients and routes in the area would accommodate mobility scooters. The landscaping would address the needs of all including older people. The final details would be agreed by condition. Some key features which would be included which are recommended by the Guidance would include:

- All footpaths, jettys and footbridges would be fully accessible;

- There would be a mixture of seating types for all abilities in the key spaces and throughout the streetscape;
- seating would respond to the microclimate and be in areas with good surveillance and well lit. The seating would include benches with back and arm rest;
- There would be no ramps within the park with footpaths at 1:21 or shallower. Landings are provided every 0.5m level change. No footpath is less than 2m wide and there are a range of accessible jetty points. All surface materials are slip resistant even in inclement weather;
- Bins in the would include segregated recycling;
- A signage strategy would help with way finding and immediate destinations. The signs would include distance and/or walking times;
- The bottom step of the stepped seating area would provide accessible seating;
- Routes would have an unobstructed width should be 1800mm to allow for 2-way passing;
- All balustrades and edge protection will be 1100mm above adjacent surface levels with gaps no wider than 100mm;
- A location for a public toilet is currently being explored and is likely to be somewhere in the Deport or arches and easily accessible from the Park. The exact location and details for this would be agreed via a condition of any consent granted;
- All landing points would be more generous than the standard minimum requirement;
- Timber boardwalks would have slip resistance strips;
- Detail of the playground can be incorporated in to further detailed design and agreed via condition. As the detail of the play features is developed, reference will be made to the 'Plan Inclusive Play Areas' (PIPA) website, a play area assessment tool to help create inclusive outdoor play areas';
- The edges of the Mayfield would be flush with the footpaths to create easy access to the grassed areas for wheelchair, prams etc. e inclusive outdoor play areas';
- The widths of riverside jetties vary, the narrowest is 3m wide and orientation of jetties is varied to offer a range of aspects;

Flood Risk, Drainage Strategy and Impacts on River Medlock

The sites is partly within Flood Zones (FZ) 1, 2 and 3, which have a low, medium and high risk of flooding. A Flood Risk Assessment (FRA) has assessed the risk from all forms of flooding and demonstrates how it would be managed, taking the effects of climate change (35% allowance) into account. The site is in the Core Critical Drainage Area and requires a 50% reduction in surface water run-off as part of brownfield development.

The River Medlock is generally contained within a rectangular brick channel, some of which is in a derelict state with parts of the retaining walls having collapsed into the river. The river is culverted under Baring Street. The proposals would restore and naturalise the River in the site boundaries.

The NPPF categorises where development in each Flood Zone and flood risk classification is appropriate and where the Exception Test is required. The Exception Test demonstrates how flood risk will be managed while allowing necessary development to proceed if suitable sites with lower risk of flooding are not available. The proposal should show that the community would benefit from wider sustainability benefits that outweigh the flood risk. The development should be safe for its lifetime without increasing flood risk elsewhere and, where possible, reduce flood risk overall. The offices and MSCP are less vulnerable and the Park is water-compatible. Based on these compatibility criteria and siting the exception test is not required.

The Sequential Approach is risk-based and aims to direct the most vulnerable types of development towards areas of least risk. Sites are not precluded from development where the risk can be managed. Therefore, a sequential test as set out in the NPPF is not required but any 'vulnerable' development should be situated in the least vulnerable areas. The city centre location and brownfield status mean it is well suited for the proposal and would support overarching growth aspirations.

Flood management has been considered in the context of improvement works being progressed upstream in the Medlock catchment. The Environment Agency support the naturalisation of the river and have set out the following aims that are included within the proposals: removal of culvert and daylighting to enhance biodiversity; safe development around the site, with development levels raised above the Design Flood Event; flood compensation storage to manage the impact of flood risk in and outside the site; and, provision of safe access and egress during extreme flood events.

The design aims to ensure the proposal would not increase flood risk elsewhere during the 1 in 100 year flood event. The impact of the bridges has been assessed through hydraulic modelling and has informed the need for the careful profiling of the river corridor and floodplain. Opening up the river would allow the floodplain to be clearly defined so that a safe environment is created at times when high flows are expected. Finished floor levels for development would be set above flood levels with an allowance for uncertainty, as recommended by the EA. The energy substation/plant room is set above the 1 in 1000 year flood event to provide resilience during an extreme event. Development levels have generally been set above the 1 in 1000 year flood event to remove development from Flood Zone 2. This would not increase flood risk upstream or downstream and the development is safe. There would be pedestrian and vehicular access during extreme flood events and adequate access to the river for maintenance or improvements works. There would be no significant change to flood risk on or off-site and it would be safe from flooding for its designed lifetime. The finished floor level of buildings is acceptable to the EA. The works to the River and profiling of the site is acceptable to the EA subject to a conditions regarding phasing, detailed design and agreement of emergency planning measures for park, building users and emergency services. The FRA shows that as the flood risk is managed by the above mitigation, which could be secured through a condition, the risk is acceptable.

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 with 2l/s/ha to be subtracted from this peak 50% discharge rate.

Climate change allowance has been set at 30%, however, attenuation volumes will also be checked against a 40% allowance.

The flood risk areas are to the north of the River or within the Park. The demolition works and re-profiling of the landscape would provide compensation storage. The park areas would be graded towards the River to allow drainage of surface water runoff from the park. To the south of the river, the removal of the buildings and a stormwater drainage system would ensure buildings would not flood during the 1 in 100 year rainfall event with climate change. The above measures would reduce risk from surface water flooding to low.

The surface water drainage strategy has followed the hierarchy of drainage solutions. Sustainable Drainage Systems (Suds) would be implemented where possible to enable discharge, volume and water quality control of the surface water runoff and reduce flood risk on site. All surface water which falls on the surrounding buildings and their associated public realm will be attenuated on site. Any residual surface water would then be discharged via pipes into the River. The design of the Suds would take account of the flood plain and the contaminated ground conditions that may preclude the use of methods that rely on infiltration for Plots M,N and O as this would increase the risk of mobilising potential ground contamination. SUDS are being considered for both water quantity and water quantity and would be confirmed upon completion of a feasibility review.

Buildings could utilise a range of Suds systems including green, blue and brown roofs, rainwater harvesting, and raingardens and below ground storage. Plant at roof level minimises the opportunity for Green roof provision, however Blue roofs could assist surface water attenuation. Rain gardens on Baring Street and Suds could be managed in the public realm through natural drainage to capture surface water runoff rather than draining it to a below ground storage tank storage and managing flows. This would reduce the amount of water draining into sewers which reduces flood risk and pollution management

The majority of the green space is in the flood plain in the park and cannot assist storm water attenuation. Surface water that falls within the park would be discharged to the river without attenuation. Surface water may still pass through a variety of Suds prior to discharge to provide a water quality benefit. These could include filter strips and swales to reduce suspended solids.

A SUDS assessment demonstrates that surface water run-off can be drained effectively in accordance with the relevant policy principles and final details would be agreed through conditions. These measures show that the flood risk on site and downstream would be managed through designed-in measures. Cumulative effects with committed development would, with these measures in place, be negligible for both construction and operational phases. Foul water would be discharged into the public sewer network.

There is a risk of pollution to the watercourse, groundwater and drainage during construction. Good environmental practices including training to operatives should mitigate against this risk although accidental spillages cannot be ruled out

completely. This requirement could form part of the requirements of a Construction Management Condition.

Waste and Recycling

An overarching waste strategy provides guidance for future development and informs waste strategies for different plots. The size of refuse stores are in line with 'GD 04 Waste Storage and Collection Guidance for New Developments and would be sorted into the specified waste streams.

The requirements for the Park are based on research into similar facilities. Bins should be at entry points and/or near activity areas such as playgrounds, picnic nodes, pathways and where they be easily accessed. MCC litter bins could be integrated. Smart bins with compacting features and fill volume sensors could support litter management. Careful consideration has to be given to the process of emptying bins and locating them in a way that collection can be done efficiently.

Detailed features of the park, including waste storage would be secured by a detailed waste management strategy to be agreed prior to the development becoming operational and secured by way of a condition.

The refuse store at office 1 would be on the ground floor. Collection vehicles would use a lay-by on Baring Street and containers would be taken there on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the lay-by.

The refuse store for Office 2 would be on the ground floor. Collection vehicles would use an area to the west and containers would be taken there on collection day. Level access would be provided between the bin store and the highway with dropped kerbs adjacent to the lay-by

Archaeology

Greater Manchester Archaeological Unit believe that remains could be damaged or destroyed by the groundworks and there is archaeological interest in the site relating to the processes of industrialisation in the late eighteenth and early to mid-nineteenth centuries. They recommend targeted archaeological excavation, followed if by more detailed and open area excavation if necessary, to inform an understanding of the potential and significance and this should be a condition.

Contaminated Land – A Phase 1 Preliminary Site Investigation for the whole site, Phase 2 Site Investigation for the MSCP and Baring Street Office 1, and Detailed Unexploded Ordnance (UXO) Risk Assessment have been carried out. These have assessed geo-environmental information based on desktop / published sources and a site walkover. Contamination sources could include historical land uses, on-site car parking and made ground. The degree of contamination from previous land uses is a function of previous site practices, operational procedures and the degree/condition of any hard standings.

Based on the site history, the ground conditions do not pose any significant risks to future users, providing mitigation is undertaken and any 'hot spots' identified during construction are removed. This may include 'clean cover' in soft landscaping areas. Ground gas would be mitigated by gas protection measures in accordance with best practice guidelines. A condition would require a full site investigation and remediation measures. With mitigation measures in place, the site would present a low risk to future site users and construction workers.

Given the history of bomb damage on the site there is a medium level potential for unexploded bombs. A condition would require that prior to any demolition a radar survey would be performed, once the ground had been cleared sufficiently to enable safe working. Workers would have to be protected during the intrusive investigation. If ordinance is found, a specialist team would assess next steps and draw up risk assessments for any continuing works which would be carried out in accordance with provide best practice guidance for the industry CIRIA.

Local Labour – Conditions would require The Council's Work and Skills team to agree the detailed form of a Local Labour Agreement for the Construction and Operational Phases.

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

Sustainable Construction Practices and Circular Economy

The proposals would contribute to sustainable design and construction through demonstrating the value of circularity in material sourcing, design, construction and stewardship.

This would include:

- Using materials reclaimed and recycled from the site wherever possible;
- Minimise the use of virgin and unsustainable materials in Offices 1 and 2 and MSCP by incorporating recycled content into the major building elements; to source all timber from sustainable sources accredited by the FSC;
- Source new materials locally with maximise recycled content; to review materials using the Green Guide to Specification and to ensure products are certified with ISO14001 and/or BES6001;
- Products to comply with the Total VOC product emission criteria as stated within BREEAM New Construction 2018, Hea 02 feature or to meet best practice through certifications such as 'Declare: Living Building Challenge' and 'GreenScreen®';
- Minimising the effect of material selection on the environment and on building users. Materials with low embodied energy content would be encouraged and the products would enable long life with low maintenance. Material use and related embodied impact will be reduced by using reclaimed and recycled

materials, wherever possible from buildings at the site. Materials with recycled content will be selected to reduce the overall environmental impact’;

- A Materials Management Plan would limit the production of waste during construction through good practice measures and complete a Verification Report to demonstrate that the materials have been located in the correct place within the development or dealt with appropriately;
- Encourage materials with low embodied energy and use products with a long life with low maintenance;
- Developing a digital directory of materials used during construction to encourage reuse and end-of-life value and also for the purpose of measuring total embodied carbon impacts of development as part of the zero carbon framework for Mayfield.

Social Value from the Development

The proposal would:

- In terms of community involvement be aligned with the submitted Mayfield Community Engagement Vision which sets out the belief that a strong community engagement strategy will be a medium through which the applicants commitment to the people of Manchester will be demonstrated.
- Would involve the agreement of a Local Economic and Social Benefit Strategy in consultation with MCC’s Work and Skills Team;
- Support the creation of a strong, vibrant and healthy community.
- Once operational, benefit Park users through events throughout the year, which would serve to develop connections within the surrounding community and those who use and visit the City Centre;
- Help to foster a sense of community through creating opportunities for people to come together in a natural setting, within the proposed public realm and communal areas;
- Build trust and pride through the applicant engaging positively and honestly with all stakeholders throughout the life of Mayfield;
- Contractors would be contractually obliged to register under the Considerate Constructors Scheme;
- Recruitment of local residents in construction and related jobs would be maximised through engagement with Manchester City Council’s Work and Skills Team;
- Aim for one third of people employed in park maintenance roles to be of NEET status (“not in employment, education or training”);
- Aim for 20 of the 25 people are expected to work in the Park to be Greater Manchester residents in newly created jobs;
- Aim for 1 of the 2 subcontractors/suppliers to be Greater Manchester residents;
- Incorporate a requirement in all construction and facilities management contracts requiring all people employed directly or through sub-contract on behalf of the Mayfield Partnership to be paid at least the Real Living Wage (£9 per hour);
- Prioritise SME occupiers within the letting strategy for Baring Street Office 1 and 2 aided by the unique and deliberate configuration of office

accommodation within the building that lends itself to these types of entrepreneurial accelerator and workspace occupiers;

- Ensure that the majority of project expenditure at Tier 1 level is from within Greater Manchester;
- Hosting supplier fair events at Mayfield for locally-based product and service providers, prioritising those with a clear social and/or environmental purpose. These events would be complemented by talks and surgeries to help SMEs navigate the procurement process for construction, FM and related contracts:
- Aim for a third of new employees at a proposed cycling hub, bike park, garden and cafe to be from NEET status backgrounds;
- Incorporate an education suite and business incubator in “The Community Village”, in order to provide a versatile and far-reaching programme of education sessions for all age-groups;
- Develop a programme of digital skills and cyber resilience training events for local people and businesses;
- Aim to empower local people and businesses to participate fully in
- the continued stewardship of Mayfield by establishing a Management Company with responsibility for the management of Mayfield Park in perpetuity, with representation on the Board for occupier and local community representatives;
- Through the delivery of new areas of public realm would lead to significant improvements in user’s physical and mental health;
- Attract new visitors to this part of the City Centre, which would increase local expenditure and in particular, in the cafes, bars, restaurants and shops close to the Site;
- Help to reduce crime through an increase passive surveillance through the active ground floor uses and the overlooking from residential accommodation;
- Improve legibility of the site for pedestrians arriving in the city and increase the attractiveness of routes within the Mayfield SRF Area for pedestrians;
- Promote regeneration in other areas of the City Centre and beyond;
- 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.
- Would 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;
- Would not result in any adverse impacts on the air quality, flood risk, noise or pollution and there will not be any adverse contamination impacts;
- Would not with appropriate mitigation have a detrimental impact on protected species; and
- Would regenerate previously developed land with limited ecological value in a highly efficient manner.

Response to Objectors Comments

The objections received have been dealt with in the sections above

EIA Cumulative impacts

The impacts relating to the construction phase are temporary and predictable. The impact of on human health would be negligible to minor adverse on local residents. The impacts are complex and varied, and depend on factors such as the specific location of the residents and how they interact with the Site and the wider environment.

The cumulative impacts with mitigation would be: Townscape – Negligible to Minor Beneficial, Sunlight and Daylight -Negligible to Minor Adverse, Wind – Negligible to minor adverse, Traffic and Transport – not significant, Air Quality slight adverse, Flood Risk and Drainage Negligible to Minor Adverse (temporary), Ground Conditions & Contamination Risk – Negligible to Minor Adverse (temporary). Ecology -negligible to moderate beneficial and Socio- Economic Negligible to Major Beneficial

Overall given the densely developed City Centre location, it is considered that there will be no unduly harmful cumulative impacts as a result of this development

S149 (Public Sector Equality Duty) of the Equality Act 2010 - The proposed development would not adversely impact on any relevant protected characteristics (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, sex and sexual orientation). The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making. In this respect it is noted that inclusivity is at the heart of the design and intended future management of the Park. This has been demonstrated in the previous sections of this Report and the final details of the compliance would be secured through conditions relating to the final details of the fixtures and fittings within the public realm (to ensure for example that a range of seating types are available which are age friendly and suitable for disabled people, its operation and the proposed programme of events and community engagement.

Summary of Climate Change Mitigation / Biodiversity enhancement

The Park and public realm around the buildings, green roofs and street trees would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats. There are opportunities for the green infrastructure to link to established wildlife corridors in the Medlock Valley with the City Centre. Biodiversity could be created or enhanced through the types of planting, bat boxes and bricks, bird boxes and these measures would be included in planning conditions.

Details of tree species, tree pit specifications, size and making the trees suds enabled would be explored through the discharge of conditions.

The proposal creates a park on a brownfield site and delivers tangible environmental improvements to the River, which would assist the city's ability to tackle climate change and be more environmentally resilient

Office 1 would achieve a 13.5% reduction in carbon emissions compared to Part L 2013, and Office 2 a 10% reduction in carbon emissions compared to Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. Cycle parking spaces would be provided within the Park and the Office building in accordance with the BCO standards as detailed above.

The Framework Travel Plan (TP) sets out measures to reduce transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

The proposals include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. It would have a good level of compliance with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

CONCLUSION

The proposal would deliver the vision, objectives and development principles for Mayfield including place making and public realm. This would start to establish this new City Centre Neighbourhood.

The proposal would contribute to a significant proportion forecast employment growth in sectors with higher than average GVA within the City. It would deliver a significant quantum of new floorspace, public realm and associated environmental improvements in a highly sustainable location.

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 buildings and public realm and regenerate a site which is principally characterised by a poor quality environment. Inclusivity is at the heart of the design and intended future management of the Park

There would be no harm to any designated or non-designated heritage assets and the overall impact of the proposal including the impact on heritage assets would meet the tests set out in paragraphs 193 and 197 of the NPPF

The impacts modelled within the submitted EIA technical chapters have been fully considered in relation to the officer recommendation with respect to this application

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

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

124972/FO/2019

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included ongoing 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) Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001200 Rev P00 (Mayfield Phase 1, Application 1: Site Plan and Location Plan), 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks) and 0343-SEW-ZZ-ZZ-DR-Z-0001001 Rev P01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I);

(b) 0343-SEW-ZZ-ZZ-DR-Z-0000026 Rev P00 (Mayfield Phase 1, Application 1: Demolition Plan);

(c) 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02 (Typical Cross Section), 1076-03-CE-YY-XX-DR-HI-SE-001 Rev P02 (Cross Sections Sheet 1), 1076-03-CE-YY-XX-DR-HI-SE-002 Rev P01 (Cross Sections Sheet 2), 1076-03-CE-YY-XX-DR-HI-DE-003 Rev P02 (Typical Pavement Details Sheet 3), 1076-03-CE-YY-XX-DR-HI-DE-004 Rev P01 Typical Pavement Details Sheet 4), 0042912-BHE-XX-XX-SK-C-0040 Rev D (Phase 1 Highways Access Strategy), 1076-03-CE-YY-XX-

DR-HI-GA-001 Rev P06 (Highways Layout: Phase 1), 1076-03-CE-YY-XX-DR-D-GA-001 Rev P04 (Surface Water Drainage Plan);

(d) 1811-BA-XX-00-DR-A-P-0002 Rev B (Planning, Contextual Ground floor plan, Proposed), 1811-BA-XX-99-DR-A-P-0099 Rev A (Planning, Basement floor plan, Proposed), 1811-BA-XX-00-DR-A-P-0100 Rev C (Planning, Ground floor plan, Proposed), 1811-BA-XX-01-DR-A-P-0101 Rev A (Planning, First floor/ mezzanine plan, Proposed), 1811-BA-XX-02-DR-A-P-0102 Rev B (Planning, Second floor plan, Proposed), 1811-BA-XX-03-DR-A-P-0103 Rev A (Planning, Third floor plan, Proposed), 1811-BA-XX-04-DR-A-P-0104 Rev A (Planning, Fourth floor plan, Proposed), 1811-BA-XX-05-DR-A-P-0105 Rev A (Planning, Fifth floor plan, Proposed), 1811-BA-XX-06-DR-A-P-0106 Rev A (Planning, Sixth floor plan, Proposed), 1811-BA-XX-07-DR-A-P-0107 Rev A (Planning, Seventh floor plan, Proposed), 1811-BA-XX-08-DR-A-P-0108 Rev A (Planning, Eighth floor plan, Proposed), 1811-BA-XX-09-DR-A-P-0109 Rev A (Planning, Ninth floor plan, Proposed), 1811-BA-XX-10-DR-A-P-0110 Rev A (Planning, Roof plan, Proposed);

(e) 1811-BA-XX-AA-DR-A-P-0210 Rev B (Planning, Section, Proposed), 1811-BA-XX-NN-DR-A-P-0310 Rev A (Planning, North elevation, Proposed), 1811-BA-XX-EE-DR-A-P-0320 Rev B (Planning, East elevation, Proposed), 1811-BA-XX-SS-DR-A-P-0330 Rev B (Planning, South elevation, Proposed), 1811-BA-XX-WW-DR-A-P-0340 Rev B (Planning, West elevation, Proposed);

(f) 1811-BA-XX-ZZ-DR-A-P-0410 Rev A (Planning, Bay Study, Typical, Type 1a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0411 Rev A (Planning, Bay Study, Foyer, Type 2b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0420 Rev A (Planning, Bay Study, Cut-back, Type 2a, Proposed), 1811-BA-XX-ZZ-DR-A-P-0430 Rev A (Planning, Bay Study, South, Type 1b, Proposed), 1811-BA-XX-ZZ-DR-A-P-0440 Rev A (Planning, Bay Study, Main entrance, Type 2c, Proposed), 0345-SEW-P0-00-DR-L-001710 Rev P01 (Baring Street Office No. 1, Landscape General Arrangement), 1811-BA-XX-00-DR-A-P-0001 Rev A (Ground Floor Plan, Existing Site);

(g) 0344-SEW-ZZ-ZZ-DR-A-001001 Rev P2 (Proposed - GA Site Plan (Phase 1)), 0344-SEW-ZZ-00-DR-A-001100 Rev P2 (Proposed - Level 00 (Ground)), 0344-SEW-ZZ-01-DR-A-001101 Rev P2 (Proposed - Level 01), 0344-SEW-ZZ-02-DR-A-001102 Rev P2 (Proposed - Level 02), 0344-SEW-ZZ-03-DR-A-001103 Rev P2 (Proposed - Level 03), 0344-SEW-ZZ-04-DR-A-001104 Rev P2 (Proposed - Level 04), 0344-SEW-ZZ-05-DR-A-001105 Rev P2 (Proposed - Level 05), 0344-SEW-ZZ-06-DR-A-001106 Rev P2 (Proposed - Level 06), 0344-SEW-ZZ-07-DR-A-001107 Rev P2 (Proposed - Level 07), 0344-SEW-ZZ-08-DR-A-001108 Rev P2 (Proposed - Level 08), 0344-SEW-ZZ-09-DR-A-001109 Rev P2 (Proposed - Level 09), 0344-SEW-ZZ-10-DR-A-001110 Rev P2 (Proposed - Level 10), 0344-SEW-ZZ-11-DR-A-001111 Rev P1 (Proposed - Level 11 (Roof)),

(h) 0344-SEW-ZZ-ZZ-DR-A-001201 Rev P2 (Proposed Section 01 - AA), 0344-SEW-ZZ-ZZ-DR-A-001202 Rev P2 (Proposed Section 02 - BB), 0344-SEW-ZZ-ZZ-DR-A-001204 Rev P2 (Proposed Façade - Proposed Section DD - Staircase),

- (i) 0344-SEW-ZZ-ZZ-DR-A-001304 Rev P2 (Proposed - GA Elevation - West (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001305 Rev P2 (Proposed - GA Elevation - South (Rendered)),
- (j) 0344-SEW-ZZ-ZZ-DR-A-001306 Rev P2 (Proposed - GA Elevation - East (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001307 Rev P2 (Proposed - GA Elevation - North (Rendered)), 0344-SEW-ZZ-ZZ-DR-A-001310 Rev P2 (Proposed - GA Elevation - West), 0344-SEW-ZZ-ZZ-DR-A-001311 Rev P2 (Proposed - GA Elevation - South), 0344-SEW-ZZ-ZZ-DR-A-001312 Rev P2 (Proposed - GA Elevation - East), 0344-SEW-ZZ-ZZ-DR-A-001313 Rev P2 (Proposed - GA Elevation - North);
- (k) 0344-SEW-ZZ-ZZ-DR-A-001320 Rev P2 (Proposed - Bay Studies),
- (l) 0344-SEW-ZZ-ZZ10-DR-A-006150 Rev P2 (Proposed GIA Schedule), 0344-SEW-ZZ-ZZ10-DR-A-007150 Rev P2 (Proposed GEA Schedule), 0345-SEW-N0-00-DR-L-001700 Rev P2 (Baring Street MSCP - Landscape General Arrangement),
- (m) 0343-SEW-ZZ-ZZ-DR-Z-0001022 Rev P00 (Mayfield Phase 1, Application 1: Park Existing Site Plan;), 0345-SEW-ZZ-00-DR-L-007100 Rev P00 (Illustrative Masterplan), 0345-SEW-ZZ-00-DR-L-007101 Rev P00 (Overall GA Context Plan), 0345-SEW-ZZ-00-DR-L-007102 Rev P00 (Site Overall GA Plan);
- (n) 0345-SEW-ZZ-00-DR-L-007103 Rev P00 (Hard Landscape GA Plan), 0345-SEW-ZZ-00-DR-L-007104 Rev P00 (Soft Landscape GA Plan), 0345-SEW-ZZ-00-DR-L-007105 Rev P00 (Street Furniture and Boundaries GA Plan), 0345-SEW-ZZ-00-DR-L-007402 Rev P00 (Extent of Phase 1 Park), 0345-SEW-ZZ-00-DR-L-007110 Rev P00 (Gatehouse Entrance & Baring Street No.1), 0345-SEW-ZZ-00-DR-L-007111 Rev P00 (May'Field' Lawn Space), 0345-SEW-ZZ-00-DR-L-007112 Rev P00 (Play Island), 0345-SEW-ZZ-00-DR-L-007113 Rev P00 (Wildscape Walk), 0345-SEW-ZZ-00-DR-L-007200 Rev P00 (Site Sections - Location Plan), 0345-SEW-ZZ-00-DR-L-007201 Rev P00 (Illustrative Site Sections A&B), 0345-SEW-ZZ-00-DR-L-007202 Rev P00 (Illustrative Site Sections C&D); 0345-SEW-ZZ-00-DR-L-007203 Rev P00 (Illustrative Site Sections E&F); 0345-SEW-ZZ-00-DR-L-007204 Rev P00 (Illustrative Site Sections G, H & I);
- (o) SURFACE WATER DRAINAGE PLAN 1076-03-CE-Y-XX-DR-D-GA-001 Rev 04;
- (p) Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019
- (q) Mayfield- Baring Street Office 1 issued by JY Waste management and servicing strategy (Waste Only) dated 20-12-19;
- (r) Sections 4.71 to 4.74 Servicing and Waste Management (Park) contained within Deloitte Real Estates Mayfield Manchester: Phase 1 Planning Statement September 2019
- s) Mayfield Site wide and Phase 1 Flood Risk Assessment 0042912 13 September 2019 Revision 00 by Buro Happold

(t) Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West

(u) u and i Lettings Strategy 14-01-20;

(v) Mayfield Community Engagement Vision September 2019;

(w) Buro Happold Mayfield Energy Strategy 26 September 2019;

(x) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(y) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(z) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(aa) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment dated

(bb) Additional Mitigation Measures detailed within table 17.1 of of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(cc) Buro Happold Mayfield Cycling Strategy 27 September 2019

(dd) Planting details as shown in Section 6.11 of the Park Design and Access Statement by Studio Egret West;

(ee) Sections, 6.1 to 6.14, 7 and 8.1 of the of the Park Design and Access Statement by Studio Egret West and Responses to Access Officer Document received on 20-12-19; and

(ff) Recommendations within the Crime Impact Assessment Version A dated 16-04-19 (MSCP), 04-09-19 (Offices) and 16-04-19 (Park);

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, 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 DC20 and DC26.1.

3) Before development commences a programme for the delivery of Phase A to I as detailed within dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001000 Rev P00 (Mayfield Phase 1, Application 1: Earthworks and Riverworks) and 0343-SEW-ZZ-ZZ-DR-Z-001001 Rev P01 (Mayfield Phase 1, Application 1: Phase B, C, D, E, F, G, H, I,)

shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason: For the avoidance of doubt to allow the development to be carried out in a phased manner and to ensure that the phasing is delivered in a satisfactory manner, pursuant to Policy DM1 of the Core Strategy.

4) Prior to the first occupation of the development hereby approved, a scheme and programme 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) Detailed designs in relation to the above to including materials, layout, junction protection, carriageway widths, kerb heights, street lighting, entry treatments, signing, lining and traffic management.
- (b) Details of any doors opening onto the highway or areas of public realm;
- (c) Details of the Relocation of 15 pay and display bays on Travis Street and are being lost, the associated pay machines;
- (d) A 20mph speed limit should be introduced on the Mancunian Way Slip Road and Berry Street to ensure that the entirety of the phase 1 road network has consistent speed limits;
- (e) Elements of the highway will be privatised to allow for private maintenance of high specification materials;
- (f) Vehicle access control management; and
- (g) Appropriate blister and corduroy tactile paving is provided at all relevant crossing/transition points.

The scheme and programme shall then be implemented in accordance with the above approval

The approved scheme shall be implemented and be in place prior to the first occupation or use 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).

5) Prior to commencement of development a programme for the submission of details of a wayfinding strategy to include signage (including for directing cyclists to nearby cycle routes) and any other appropriate methods to ensure the legibility of linkages within adjacent neighbourhoods and transport infrastructure (which includes consideration of older and disabled people) should be submitted and approved by the local planning authority prior to erection of any wayfinding associated with this development.

the details shall then be submitted in accordance with the agreed programme and and implemented in accordance with an agreed timescale to be submitted with those details.

Reason: Pursuant to Core Strategy Policies DM1 and SP1

6) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as

appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

7) 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.

8) 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:

1. 1. A phased programme and methodology of investigation and recording to include:
 - an evaluation of below-ground archaeological remains
 - targeted archaeological excavation (subject of a separate WSI)
 - an archaeological and interpretive survey of the river walls
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 archaeological and historical interest represented.
3. A scheme to disseminate the results of the archaeological investigations for the benefit of the local and wider community (which could include interpretive material within the site, a Greater Manchester Past Revealed booklet and academic article)
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 16, Paragraph 199 - To record and advance understanding of the significance of any heritage assets to be lost and to make this evidence publicly accessible.

GMAAS recommend that a separate condition is attached to secure the display and interpretation of the site's rich industrial heritage within the landscape scheme. This should be worded as follows:

Prior to the first occupation of the development hereby approved, a scheme to commemorate the site's history and archaeology within the new park shall be submitted to, and agreed in writing by, Manchester Planning Authority. The approved scheme shall be implemented no later than 6 months after the first occupation of the development and retained thereafter.

Reason: In accordance with NPPF Section 16, Paragraph 199 - To make information about the heritage interest publicly accessible.

GMAAS will monitor any archaeological works undertaken on behalf of Manchester Local Planning Authority.

9) Prior to commencement of the development a scheme for the provision of a coach drop-off and emergency pedestrian egress for the Depot (as approved under application ref no 123728/FO/2019) shall be submitted and approved by the local planning authority.

Reason: To ensure a satisfactory development pursuant to Core Strategy Policies SP1 and DM1

10) Prior to the commencement of the development, a detailed phasing programme for the delivery of phases A through to H shall be submitted to and approved in writing by the local planning authority. The details shall confirm the overall aims of the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) will be met.

Reason

To reduce the risk of flooding to the proposed development and its future users pursuant to Core Strategy Policies EN08 and EN14.

11) The development hereby permitted must not be commenced until such time as details of existing and proposed ground levels of the park area has been submitted to, and approved in writing by, the local planning authority.

The scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To prevent flooding by ensuring the satisfactory storage of/disposal of surface water from the site pursuant to Core Strategy Policies EN08 and EN14.

12) The development hereby permitted must not be commenced until a detailed method statement for removing or the long-term management / control of Japanese knotweed identified on the site shall be submitted to and approved in writing by the local planning authority. The method statement shall include proposed measures that will be used to prevent the spread of Japanese knotweed during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason

The above condition is necessary to prevent the spread of Japanese knotweed which is an invasive species. Without it, avoidable damage could be caused to the nature conservation value of the site contrary to national planning policy as set out in the National Planning Policy Framework paragraph 170 and pursuant to Core Strategy Policy EN15.

13) Prior to each phase of development approved by this planning permission, no development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. Additional site investigation scheme, based on the information already submitted, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.

2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be submitted.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

(b) Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

14) 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

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

15) No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present 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

For the future protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy.

16) The development hereby permitted must not be commenced until such time as details of the proposed open River Medlock channel re-sectioning has been submitted to, and approved in writing by, the local planning authority. The scheme submitted shall include:

- o A hydromorphological survey of the channel, both at the reach to be restored and upstream catchment, to inform the development of any detailed plans.
- o Long and cross sections showing compliance with the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) and be supported by river modelling as necessary.
- o Detailed proposals for any new channel toe protection and its installation.
- o The timing in which watercourse works will be undertaken
- o How access to the banks and channel will be achieved
- o Site supervision requirements
- o A pre and post construction monitoring plan for the River Medlock channel.
- o Upon approval, the submitted scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure that there are no detrimental impacts to flood levels, flood storage or flood flow routes. To secure opportunities for enhancing the site's nature conservation and geomorphological value in line with national planning policy and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012) and to work towards the objectives

17) Notwithstanding the details as set out within condition 2 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:

*Maximise use of green SuDS in design including the public realm;

*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. Hydraulic calculation needs to be provided;

*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.

*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.

18) 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.

19) Prior to commencement of development (excluding Phase A) a Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) shall be submitted and agreed in writing by Manchester City Council. This will include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

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) Before any development hereby approved is first occupied confirmation that a flood evacuation plan (including provision for pedestrian and vehicular access in the event of flood) is in place and has been agreed with the relevant authorities and that the development is signed up to EA's Floodwarnings direct alert system shall be submitted to and approved in writing by the City Council as Local Planning Authority. Not relevant to MSCP - did the EA request?

Reason - In the interests of public safety, pursuant to policies DM1 and EN14 of the Core Strategy.

21) 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

22) Prior to the commencement of Phase A of the development as detailed in condition 3 above 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 the Environment Agency 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;

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).

23) Phase A: Prior to the removal of the River Medlock culvert the following shall be submitted and be confirmed as valid by the City Council as Local Planning Authority:

- a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or
 b) a statement in writing from the relevant licensing body to the effect that it does not consider that the specified development will require a license is likely to cause harm to common pipistrelle bats as identified in the Bat Inspection and Emergence Survey Report - PAA November 2018

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

24) Prior to the commencement of Phase A of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;

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

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).

25) Prior to the commencement of Phase C of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority (in consultation with the Environment Agency), 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;

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).

26) a) Notwithstanding the details submitted with the application, prior to the commencement of Phase C as detailed in condition 3 above 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 and drawings to illustrate details of full sized sample panels that will be produced as appropriate. The panels to be produced shall as appropriate include jointing and fixing details between all component materials and any component panels, 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.

27) Prior to the commencement of Phase C as detailed in condition 3 above a programme for submission of final details of the public realm works and highway works, as relevant, as shown in dwg numbered 1076-03-CE-YY-XX-DR-HI-GA-001 Rev P06, 1076-03-CE-YY-XX-DR-HI-DE-010 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-003 Rev P02, 1076-03-CE-YY-XX-DR-HI-DE-004 Rev P01, 1076-03-CE-YY-XX-DR-HI-SE-001 Rev P02 and 1076-03-CE-YY-XX-DR-HI-SE-002 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) all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works, including planting within the arches of the building (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit.

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes; n

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces; and

(g) Lighting around the site; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook 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 scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook.

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, fine

Reason - To ensure a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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. C&E

28) Prior to commencement of Phase C as detailed in condition 3 above a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019. Mayfield Sustainability Statement (Phase 1A) (27.09.2019). This will include consideration of how Mayfield can:

- Remove health inequalities and enable more healthy lifestyles;
- Align with the Play Strategy with Manchester Joint Health & Wellbeing Strategy;

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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.

29) Prior to implementation of any proposed lighting scheme for Phase C as detailed on condition 3 details of the 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.

30) If any lighting at the development hereby approved for Phase C as detailed in condition 3, 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

31) Before phase C as detailed in condition 3 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 and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , 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)) and DM1

32) Phase C as detailed in condition 3 above 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

33) Before the Car Park (Phase C) is first brought into use details of a Management and Servicing Strategy for the building including details of on site management and security; building servicing how payment would be managed; and how assistance would be available to customers shall be submitted to and approved in writing by the City Council as Local Planning Authority. fine

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

34) Phase C shall be carried out in accordance with the Crime Impact Assessment Version A dated 16-04-19 (MSCP). 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

35) Prior to the commencement of Phase D of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;

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

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).

36) Prior to the commencement of Phase E of the development as detailed in condition 3 above a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority which for the avoidance of doubt should include;

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

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).

37) (a) Notwithstanding the details submitted with the application, prior to the commencement of Phase E as detailed in condition 3 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 and 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 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.

38) Prior to first occupation of Phase E a Sustainability Strategy shall be submitted and agreed in writing by Manchester City Council. This will detail how Mayfield will maximise the social, environmental and economic benefits for the City of Manchester, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019 as a reference document. This will include a reporting mechanism back to the City Council.

The strategy should also consider how Mayfield can:

*Remove health inequalities and enable more healthy lifestyles;

* Align with the the Play Strategy with Manchester Joint Health & Wellbeing Strategy;

Reason: Pursuant to Core Strategy Policies SP1, DM1, CC1, CC8, CC10, EN1, EN4, EN6, EN8 and EC1

39) Prior to commencement of Phase E a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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.

40) Phase E as detailed shall be carried out in accordance with the Mayfield Energy Strategy Dated 26 September 2019 and Baring Street Office 1.
Mayfield, Manchester, SUSTAINABILITY ENERGY STRATEGY REVISION D - 20.09.2019 by Hoare Lee

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.

41) Prior to occupation of Phase E a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

(a) the offices; 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 noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above 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.

The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

42) Before Phase E as detailed on condition 3 commences a scheme for acoustically insulating any

B1 (Office)

A3 (Café and Restaurant);

A4 (Drinking Establishment);

D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) - tailor to Office 1 and Office 2 uses

against noise from adjacent roads and any noise transfer from the A3 / A4 uses to the offices above, shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above 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 secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

43) The ground floor commercial units within Phase E as detailed in condition 3 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.

44) Before each ground floor use within Phase E as detailed in condition 3 hereby approved commences, 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.

45) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. 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.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

46) Prior to implementation of any proposed lighting scheme for Phase E as detailed in condition 3 details of the 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.

47) If any lighting within Phase E as detailed in condition 3 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

48) Before Phase E as detailed in condition 3 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 and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , 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)) and DM1

49) Any Deliveries, servicing and collections associated with the management of the building and ancillary uses associated with Phase E as detailed in condition 3 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.

50) Prior to occupation of Phase E as detailed on condition 3 a servicing strategy for the building 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).

51) The development of Phase E as detailed in condition 3 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

52) The window(s) at ground level, of Phase E (as detailed in condition 3) fronting onto the Park 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.

53) Phase E as detailed on condition 3 shall be carried out in accordance with the Crime Impact Assessment Version A dated 04-09-19 (Office). 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

54) Phase E as detailed on condition 3 shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate.

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;
- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

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.

55) Prior to the commencement of Phase E as detailed in condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwg numbered 0345-SEW-P0-00-DR-L-001710 P01 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) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(b) Details of (a) all hard (to include use of natural stone or other high quality materials) landscaping;

(c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;

(d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Lighting around the site;

(h) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West; and

(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs

(including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all;

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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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.

56) Prior to occupation of any of the commercial units within Phase E as detailed in condition 3 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.

57) The commercial units as shown on drawing 1811-BA-XX-00-DR-A-P-0100 REV C 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.

58) No externally mounted telecommunications equipment shall be mounted on any part of the Phase E (as detailed in condition 3) 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

59) No amplified sound or any music shall be produced or played in any part of the site outside of the Phase E (as detailed in condition 3) 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.

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

60) The commercial units, within Phase E (as detailed on condition 3) as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C can be occupied as Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment) and B1 (Office). 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.

61) In the event that any of the commercial units, as indicated on drawing 1811-BA-XX-00-DR-A-P-0100 REV C are occupied as an A3/A4, 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 and hotel occupiers as, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

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

62) Before the Phase E (as detailed in condition 3) building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

63) (a) Notwithstanding the details submitted with the application, prior to the commencement of Phase G, H and I of the 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 and 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 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.

64) Prior to Phases F as detailed on condition 3 commencing details of the proposed open River Medlock channel re-sectioning shall be submitted to, and approved in writing by, the local planning authority. The scheme submitted shall include:

- o A hydromorphological survey of the channel, both at the reach to be restored and upstream catchment, to inform the development of any detailed plans.
- o Long and cross sections showing compliance with the approved FRA (Buro-Happold ref 0042912 dated 13/9/2019) and be supported by river modelling as necessary.

- o Detailed proposals for any new channel toe protection and its installation.
- o The timing in which watercourse works will be undertaken
- o How access to the banks and channel will be achieved
- o Site supervision requirements
- o A pre and post construction monitoring plan for the River Medlock channel.
- o Upon approval, the submitted scheme shall be fully implemented and subsequently maintained, in accordance with the scheme's timing/phasing arrangements, or within any other period as may subsequently be agreed, in writing, by the local planning authority.

Reason

To ensure that there are no detrimental impacts to flood levels, flood storage or flood flow routes. To secure opportunities for enhancing the site's nature conservation and geomorphological value in line with national planning policy and adopted policy EN9 & EN12 of the Manchester Core Strategy (2012) and to work towards the objectives of the Water Framework Directive (2000/60/EC) by maximising opportunities to naturalise the watercourse through this heavily modified water body, and prevent any detrimental impacts to the hydromorphology quality element.

65) Prior to commencement of Phase F as detailed in condition 3 a landscape and ecological management plan, including long-term design objectives, management responsibilities and maintenance schedules for all landscaped areas (except privately owned domestic gardens), shall be submitted to, and approved in writing by, the local planning authority. The landscape and ecological management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

The scheme shall include the following elements:
 details of maintenance regimes
 details of new grassland and woodland habitats created in riparian park, including planting schedules.
 details of treatment of restored River Medlock channel and corridor.
 details of management responsibilities

Reason

To ensure the protection of wildlife and supporting habitat. Also, to secure opportunities for enhancing the site's nature conservation value in line with National planning policy paragraphs 170 and 175 and adopted policy EN9 & EN15 of the Manchester Core Strategy (2012).

66) Before the areas of public realm hereby approved within Phase F (as detailed in condition 3) are first brought into use a detailed Event Management Strategy and Community Engagement Strategy in relation to Event Management and Curation which includes detail of the following:

- (a) Details of the types of events that would be held within the Park;
- (b) Details of temporary traffic measures that would be required to be put in place;

- (c) Details of how events would be co-ordinated with those being held at other nearby venues including the Depot;
- (d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- (e) Locations for vehicles including cranes to unload;
- (f) Details of alternative provision of parking spaces to ensure that access for disabled people to the space is not adversely affected.

shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of highway safety and amenity 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

67) Before the areas of public realm hereby approved within Phase F (as detailed in condition 3) are first brought into use a detailed Community Engagement Strategy which includes detail of the following:

- (a) Details of how community engagement into the programme of events would be secured;
- (b) Details of how community engagement in the management of the Park would be encouraged
- (c) Details of how there would engagement with Local Educational Establishments in relation to securing educational and research opportunities within the Park

shall be submitted and agreed in writing by the City Council as Local Planning Authority.

Reason - Pursuant to policies SP1 and DM1 of the Core Strategy

68) Before the areas of public realm hereby approved within Phase F are first brought into use a detailed Park Management Strategy and its Alignment with Manchester Parks Strategy and which includes detail of how the following objectives would be achieved for the Park: A Welcoming Place, A Healthy, Safe and Secure Place, Well Maintained and Clean, A Sustainable and Sustainable Managed Park, along with the approach to Conservation and Heritage to include the following:

- Alignment with Manchester Water Safety Report
- How it would be managed to promote Inclusivity;
- How the Environment Agency would be involved in relation to landscape management and access for inspection and maintenance of park and riverside areas; covered by EA conditions, repetition
- Location and operation of bollards;
- Management of access to the public during 24 hour period;
- Details of location of publically accessible toilets;
- Management of Dogs;
- Alignment with the City Council's Age Friendly Policies;
- Alignment with DFA2;

Management of Anti-social behaviour

Shall be submitted to an approved in writing by the City Council as Local Planning Authority.

Reason

Pursuant to Core Strategy Policies SP1 and DM1 of the Core Strategy

69) Prior to commencement of Phase F as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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.

70) Prior to commencement of Phase F as detailed in condition 3 a bird nesting strategy for the entire site shall be submitted to and approved in writing by the City Council as Local Planning Authority. This shall include:

- (a) Target species to include but not restricted to kingfisher, dipper, grey wagtail, sand martin, black redstart and birds typical of urban environments;
- (b) A range of nest box designs and locations; and
- (c) A five year monitoring plan to be supplied to the LPA.

The agreed Strategy and Monitoring Plan shall be adhered to and implemented in full.

Reason - To ensure a satisfactory development delivered in accordance with the above plans pursuant to Section 170 of the NPPF 2019 and policies SP1, DM1, EN1, EN9 and EN15 of the Core Strategy.

71) Prior to any Phase F as detailed on condition 3 commencing a lighting design strategy for external lighting shall be submitted to and approved in writing by the LPA. The strategy shall:

- (a) show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and
- (b) Specify frequency and duration of use.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

72) Prior to the commencement of Phase F as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 Rev P00, 0345-SEW-ZZ-00-DR-L-007402, 0345-SEW-ZZ-00-DR-L-007111 and 0345-SEW-ZZ-00-DR-L-007110 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 all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;

(g) Lighting around the site;

(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. 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.
repetition

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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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. C&E

73) Prior to implementation of any proposed lighting scheme details within Phase F (as detailed in condition 3) 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. fine

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

74) Phase F as detailed in condition 3- 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

75) No development of Phase G as detailed in condition 3 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.

76) Phase H (a) Notwithstanding the details submitted with the application, prior to the commencement of Phase H of the 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 and 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 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.

77) Prior to commencement of Phase H as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in

writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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.

78) Prior to any Phase H as detailed on condition 3 commencing a lighting design strategy for external lighting shall be submitted to and approved in writing by the LPA. The strategy shall:

(a) show how and where street lighting will be installed and through appropriate lighting contour plans demonstrated clearly that any impacts on the River Medlock for bats is negligible; and

(b) Specify frequency and duration of use.

All external lighting shall be installed and operated in accordance with agreed specifications and locations set out in the strategy

Reason

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1

79) Prior to the commencement of Phase H as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 Rev P00 and 0345-SEW-ZZ-00-DR-L-007113 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 all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;

(g) Lighting around the site;

(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. 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.
repetition

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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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.

80) Prior to implementation of any proposed lighting scheme details within Phase H (as detailed in condition 3) 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.

81) Phase H as detailed in condition 3- 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

82) Phase I (a) Notwithstanding the details submitted with the application, prior to the commencement of Phase H of the 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 and 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 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.

83) Prior to commencement of Phase I as detailed on condition 3 a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

Within 6 months of the completion of development a Monitoring Report to assess the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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.

84) Prior to the commencement of Phase I as detailed on condition 3 a programme for submission of final details of the public realm works and highway works as shown in dwgs numbered 0345-SEW-ZZ-00-DR-L-007103 Rev P00, 0345-SEW-ZZ-00-DR-L-007104 Rev P00, 0345-SEW-ZZ-00-DR-L-007105 and 0345-SEW-ZZ-00-DR-L-007112 Rev P00 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 all hard (to include use of natural stone or other high quality materials) which and which demonstrably fully considers and promote inclusive access (including older and disabled people);

(b) Details of all soft landscaping works (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit. The proposed choice of planting shall be informed through input from a qualified ecologist and horticulturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;

(d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes to include input from a qualified ecologist and any necessary monitoring to be agreed in consultation with Greater Manchester Ecology Unit which demonstrates achievement of the Recommendations and Targets set out within Buro Happolds Mayfield Ecology Strategy with Biodiversity Net Gain calculations - Phase 1 Dated 26 September 2019;

(e) Details of how surface water from the public realm would be managed within the public realm through Suds interventions such as infiltration, swales, soakways, rain gardens and permeable surfaces;

(f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access;

(g) Lighting around the site;

(h) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all; and

(i) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by by Studio Egret West.

The detailed scheme shall demonstrate adherence to the relevant sections of DFA2 and MCC-recommended guidance in relation to Age Friendly Public Realm including Age-Friendly Seating and Sense of Place and the Alternative Age-Friendly Handbook. 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.
repetition

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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to pursuant to Section 170 of the NPPF 2019, 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. C&E

85) Prior to implementation of any proposed lighting scheme details within Phase I (as detailed in condition 3) 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. fine

Reason - In the interests of visual and residential amenity pursuant to Core Strategy policies SP1, CC9, EN3 and DM1 of the Core Strategy.

86) Phase I as detailed in condition 3- 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

87) Prior to commencement of any earthworks within the Wildscape Walk area a method statement detailing measures to safeguards the bat roost within the Hoyle Street culvert from lighting, noise and vibration during construction should be submitted and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full.

In the interests of the protection of bat roosts and associated foraging and commuting areas pursuant Section 15 of the National Planning Policy Framework and pursuant to Core Strategy policies EN15 and SP1.

125248/FO/2019

Recommendation APPROVE

Article 35 Declaration

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

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) Dwgs 0343-SEW-ZZ-ZZ-DR-Z-0001010 Rev P02 (Mayfield Phase 1, Application 2: (Baring Street Office 2) Phase 1 Context Plan), 0343-SEW-ZZ-ZZ-DR-Z-0001023 Rev P02 (Mayfield Phase 1, Application 2: Baring Street Office No.2 Existing Site Plan) A283-MCO-XX-ZZ-DR-A-01002 Rev P01 (Proposed Site Plan) and 0343-SEW-ZZ-ZZ-DR-Z-0001201 Rev P00 (Mayfield Phase 1, Application 2: Site Plan and Location Plan);

(b) Dwgs 0368-SEW-ZZ-00-DR-L-001100 Rev P01 (Baring Street Office 2 Landscape General Arrangement), A283-MCO-XX-00-DR-A-01101 Rev P01 (Ground Floor Plan), A283-MCO-XX-M1-DR-A-01102 Rev P01 (Mezzanine Plan), A283-MCO-XX-01-DR-A-01103 Rev P01 (First (Second to Fourth Similar) Floor Plan), A283-MCO-XX-05-DR-A-01107 Rev P01 (Fifth (Sixth Similar) Floor Plan), A283-MCO-XX-08-DR-A-01110 Rev P01 (Eighth (Ninth Similar) Floor Plan), A283-MCO-XX-10-DR-A-01112 Rev P01 (Tenth Floor Plan), A283-MCO-XX-11-DR-A-01113 Rev P01 (Eleventh Floor Plan), A283-MCO-XX-12-DR-A-01114 Rev P01 (Plant Level) and A283-MCO-XX-R0-DR-A-01115 Rev P01 (Roof Plan);

(c) Dwgs A283-MCO-XX-ZZ-DR-A-01201 Rev P01 (North Elevation), A283-MCO-XX-ZZ-DR-A-01202 Rev P01 (East Elevation), A283-MCO-XX-ZZ-DR-A-01203 Rev P01 (South Elevation), A283-MCO-XX-ZZ-DR-A-01204 Rev P01 (West Elevation);

(d) Recommendations within the Crime Impact Assessment Version A dated 25-09-19;

(e) Mayfield Cycling Strategy Dated 27 September 2019 by Buro Happold

(f) GTech Surveys Limited, Television and Radio Reception Impact Assessment Baring Street Office 2 dated 17 10 19;

(g) Sections 4.71 to 4.74 Servicing and Waste Management (Park) contained within Deloitte Real Estates Mayfield Manchester: Phase 1 Planning Statement September 2019

(h) Noise Targets (Offices) within Appendix 6.3 (WSP) Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;

(i) Mitigation Measures in relation to Air Quality as set out in Sections 8.112 to 8.116 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(j) Mitigation Measures in relation to Wind as set out in Sections 12.115 of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(k) Recommendations including mitigation measures within Section 5, as set out within the Buro Happold Flood Risk Assessment dated

(l) Additional Mitigation Measures detailed within table 17.1 of of Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate

(m) u and i Lettings Strategy 14-01-20;

(n) Mayfield Community Engagement Vision September 2019;

(o) Mayfield Phase 1 Foul and Surface Drainage Strategy by Buro Happold Revision P03 19 December 2019;

(p) Waste Management Strategy Office 2 Mayfield Manchester October 2019;

(q) Mayfield Baring Street No.2 Design Note Drainage Strategy Supplementary Note by Roc: and

(r) Deloitte Real Estate e-mail Wed, 27 Nov 2019 in relation to the bridge link phasing (Phase G)

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to Core Strategy SP1, CC3, 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 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 and 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 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) (a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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

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

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

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

5) Prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority with consideration to include consultation with the Environment Agency 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;

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

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

6) No development-related 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 WSIs shall cover the following:

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

Reason: 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 conditioned fieldwork and the production of the final report on behalf of Manchester City Council.

7) Prior to each phase of development approved by this planning permission, no development shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

- (a) 1. Additional site investigation scheme, based on the information already submitted, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.

3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action shall be submitted.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

(b) Prior to each phase of development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

8) 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

For the ongoing protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy

9) No infiltration of surface water drainage into the ground where adverse concentrations of land contamination are known or suspected to be present 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

For the future protection of the Water Environment from risks arising from land contamination pursuant to Section 11 of the National Planning Policy Framework and policy EN17 of the Core Strategy.

10) Notwithstanding the details as set out within condition 2 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:

*Maximise use of green SuDS in design including the public realm;

*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. Hydraulic calculation needs to be provided;

*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.

*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.

11) 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.

12) Prior to first occupation of the development a Sustainability Strategy for Mayfield shall be submitted and agreed in writing by Manchester City Council. This will detail how Mayfield will maximise the social, environmental and economic benefits for the City of Manchester, with reference to the Phase 1 Sustainability Statement (Application 2) 23 October 2019 as a reference document. This will include a reporting mechanism back to the City Council.

The strategy should also consider how Mayfield can:

*Remove health inequalities and enable more healthy lifestyles;

* Align with the Play Strategy with Manchester Joint Health & Wellbeing Strategy;

Reason: Pursuant to Core Strategy Policies SP1, DM1, CC1, CC8, CC10, EN1, EN4, EN6, EN8 and EC1

13) Prior to commencement of development a Strategy for the how the circularity in all features of material sourcing, design, construction and stewardship will be secured and monitored shall be submitted to an approved in writing by the City Council as Local Planning Authority, with reference to the in line with the Principle of Ambition set out on Page 20 of the Phase 1 Sustainability Statement (Application 1) 27 September 2019.

the performance of the Strategy, lessons learnt, constraints and any proposed mitigating measures for improving performance on futures phases and overcoming constraints shall be submitted to the City Council.

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.

14) Prior to commencement of development a Local Economic and Social Benefit Strategy for Mayfield (Construction Phase) shall be submitted and agreed in writing by Manchester City Council. This will include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

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

15) The development hereby approved shall be carried out in accordance with the Mayfield ENERGY STATEMENT and Environmental Standards Statement, Baring Street Office 2 by WSP dated Oct 19

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.

16) Prior to occupation of the development a scheme for the acoustic insulation of any externally mounted ancillary equipment associated with

- (a) the offices; 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 noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above 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.

The approved scheme shall remain operational thereafter.

Reason - To secure a reduction in noise in order to protect future occupiers and adjacent residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy and saved UDP Policy DC26.

17) Before the development commences a scheme for acoustically insulating any

- B1 (Office)
- A3 (Café and Restaurant);
- A4 (Drinking Establishment);
- D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis)) - tailor to Office 1 and Office 2 uses

against noise from adjacent roads and any noise transfer from the A3 / A4 uses to the offices above, shall be submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively

The approved noise insulation scheme shall be completed before each of the approved uses commence. Prior to occupation a verification report shall be submitted to and approved in writing by the City Council as Local Planning Authority. This is required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the above 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 secure a reduction in noise in order to protect future residents from noise nuisance, pursuant to policies SP1 and DM1 of the Core Strategy and saved UDP Policy DC26.

18) 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.

19) Before each ground floor uses hereby approved commences, 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.

20) Final details of the method of extraction of any fumes, vapours and odours from any kitchen within the communal facilities shall be submitted to and approved in writing by the City Council as local planning authority prior to commencement of those uses. 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.

Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems' (withdrawn but still available via an internet search). It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B) or other relevant guidance. Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

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

21) Prior to implementation of any proposed lighting scheme details of the 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.

22) 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

23) 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 and that it will not impact on adjacent the Metrolink infrastructure and tramway (to be confirmed in consultation with TfGM) , 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)) and DM1

24) Deliveries, servicing and collections associated with the management of the building and ancillary uses within it 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.

25) Prior to occupation of the development a servicing strategy for the building 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).

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

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

27) The window(s) at ground level, fronting onto the Park 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.

28) The development shall be carried out in accordance with the Crime Impact Assessment Version A dated 25-09-19;. 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

29) The development hereby approved shall be carried out in accordance with Appendix 7.2 Framework Travel Plan within the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate.

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;

- vi) measures to identify and promote walking routes connecting Piccadilly Station, the Metrolink, the City Centre and areas towards the Etihad Campus and New Islington;
- vii) details of cycle parking within the public realm

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.

30) 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 0368-SEW-ZZ-00-DR-L-001100 Rev P01 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) Final details of the any required wind mitigation measures as set out in the Mayfield Phase 1: EIA Volume 1 dated September 2019 by Deloitte Real Estate;
- (b) Details of (a) all hard (to include use of natural stone or other high quality materials) landscaping;
- (c) Details of all soft landscaping works, (excluding tree planting) with species choice to be agreed in consultation with Greater Manchester Ecology Unit;
- (d) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design and details of on going maintenance; The proposed choice of planting shall be informed through input from a qualified ecologist and arboriculturalist to ensure that the planting is suitable for its proposed microclimate (including the impact of the massing, height and materials on adjacent buildings) and ground conditions and evidence that species choice will create seasonal interest and be adaptable to disease and future climate change scenarios;
- (e) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include, the choice of planting species within the public realm, bat boxes and brick, bird boxes;
- (f) Location and design of all street furniture including seating, lighting, bins, bollards, handrails, recycling bins, play and exercise equipment, boundary treatments, planters and cycle parking provision: all to include features which fully consider and promote inclusive access (which includes older and disabled people);

(g) Lighting around the site;

(h) Details of temporary landscaping and boundaries to adjacent plots in line with the phasing within Temporary Treatment Plans within section 6.12 of the Masterplan Design and Access Statement by Studio Egret West; and

(i) Details of how the design has minimised any potential hazards to the use of the public realm for the safe use of disabled people to include details of: designated routes for pedestrians; cyclists and vehicles; management of cyclists ; kerb edges; crossing and controlled crossing design and location; location of drop kerbs (including level areas between grass and hardstanding); location of rumble strips; location of raised crossings; design and location of any pop up power supplies; location of on site vehicle parking and drop off points; management of mortar cycle parking; provision of clear routes to ensure unrestricted access for all;

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 a satisfactory development delivered in accordance with the above plans and in the interest of pedestrian and highway safety pursuant to Section 170 of the NPPF 2019, 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.

31) 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.

32) The commercial units as shown on drawing A283-MCO-XX-00-DR-A-01101 REV P01 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.

33) 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

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.

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

35) The commercial units, as indicated on drawing A283-MCO-XX-00-DR-A-01101 REV P01 can be occupied as Class A1 (Shop), A2 (Financial and Professional Services), A3 (Café and Restaurant), A4 (Drinking Establishment), /D1 (Art Gallery, Museum and Conference & Training Centre)/D2 (Cinema)/ Theatre (Sui Generis). 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.

36) In the event that any of the commercial units, as indicated on drawing A283-MCO-XX-00-DR-A-01101 REV P01 are occupied as an A3/A4 , 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 and hotel occupiers as, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

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

37) Before the building is first brought into use details of a Management Strategy for the building including details of on site management and security shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of public safety and pursuant to policies DM1 and SP1 of the Core Strategy

38) a) No development, hereby approved, shall commence until a detailed risk management programme / plan for unexploded ordnance (UXO) and mitigation as appropriate, is submitted in writing to the local planning authority for approval. Development shall be carried out fully in accordance with the approved UXO risk management and mitigation programme / plan.

b) No property, hereby approved, shall be occupied until the approved UXO risk management and mitigation programme / plan has been implemented in full as to the removal of high risk UXO matters or implemented in full as to other necessary mitigation which are covered under the detailed risk management programme / plan approved pursuant to paragraph a) above and a mitigation completion verification report has been submitted to and approved in writing by the Local Planning Authority, confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

c) If, at any time during development, high risk UXO not previously identified (as part of the approved UXO risk management and mitigation programme / plan approved under 40a) is encountered / found to be present, no further development shall be carried out until a revised and/or additional UXO risk management and mitigation programme / plan is submitted detailing how the high risk UXO not previously identified shall be dealt with, and is approved in writing by the Local Planning Authority. The revised and/or additional UXO risk management and mitigation

programme / plan shall be implemented as approved and following completion of mitigation a completion verification report shall be prepared and submitted in writing to the Local Planning Authority for approval confirming that that all risks to (including the possible evacuation of) existing and proposed premises have been satisfactorily mitigated.

Reason: To ensure that the risks from unexploded ordnance to future users of the land and existing neighbouring land are eliminated and or minimised to ensure that development can take place without unacceptable risk to workers and neighbours including any unacceptable major disruption to the wider public on and off site that may arise as a result of evacuation/s associated with the mitigation of UXO, pursuant to policies EN18 and DM1 of the Core Strategy for Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125248/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)
Strategic Development Team
City Centre Regeneration
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Network Rail
Planning Casework Unit
Wildlife Trust
Greater Manchester Archaeological Advisory Service

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

Representations were received from the following third parties:

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

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: 124972/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:

English Partnerships
Capital & Centric
Natural England
Work & Skills Team
Planning Casework Unit
Network Rail
City Centre Renegeration
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Parks & Events
Strategic Development Team
Oliver West (Sustainable Travel)
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Capital & Centric
Greater Manchester Ecology Unit
Wildlife Trust
Greater Manchester Pedestrians Society
English Partnerships
Environment Agency
Greater Manchester Police
Natural England
Transport For Greater Manchester
United Utilities Water PLC
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
City Centre Renegeration
Parks & Events
Oliver West (Sustainable Travel)
Strategic Development Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
United Utilities Water PLC

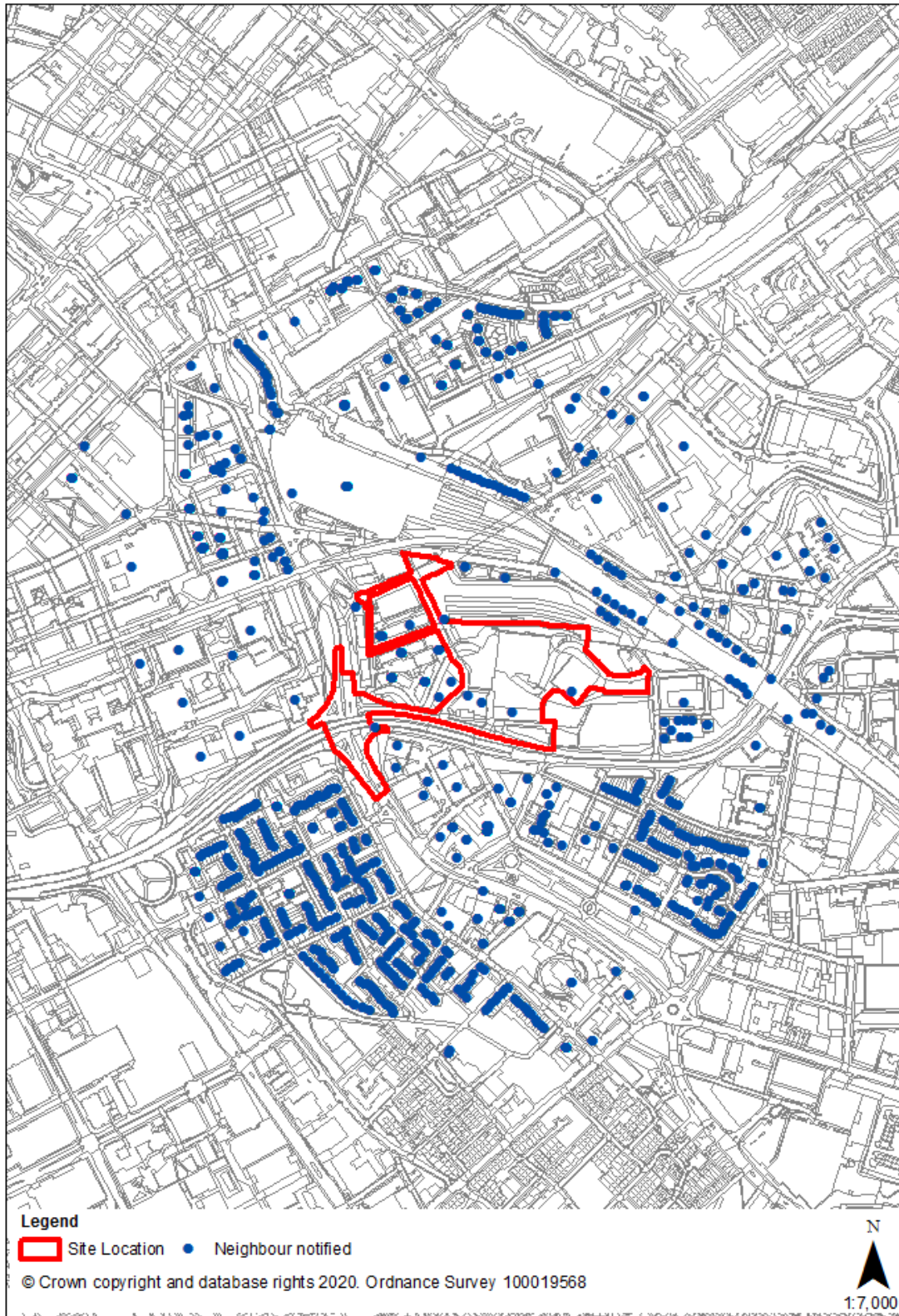
**Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Wildlife Trust
Network Rail
Planning Casework Unit**

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

Representations were received from the following third parties:

Relevant Contact Officer : Angela Leckie
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124972/FO/2019



125248/FO/2019



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Application Number	Date of Appln	Committee Date	Ward
124302/FO/2019	3rd Oct 2019	13th Feb 2020	Hulme Ward

Proposal The demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from 8 to 18 storeys in height. The development consists of 366 residential units (C3); 217 sq.m of commercial floor space (Use Classes A1, A2, A3, A4, B1 or D2); associated car and cycle parking within a basement level; public realm and landscaping; access and servicing arrangements and other associated works.

Location Land Bounded by Chester Road, Hulme Hall Road & Ellesmere Street, Manchester, M15 4JY

Applicant Mr Gary Jackson, De Trafford, C/o Agent,

Agent Mr Tom Flanagan, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

Description

The site is located on the north east side of the junction of Chester Road and Hulme Hall Road, and is within the St Georges area of Hulme. It is bounded by Hulme Hall Road, Chester Road and Ellesmere Street. It adjoins Sky Gardens, a new build residential scheme on Chester Road and Phoenix House, a 1960s industrial building on Ellesmere Street. The site is rectangular in shape and 0.38 hectares. There is a vacant light industrial unit on part of the site with the remainder used as a temporary site office and car parking and is bounded by a security fence.

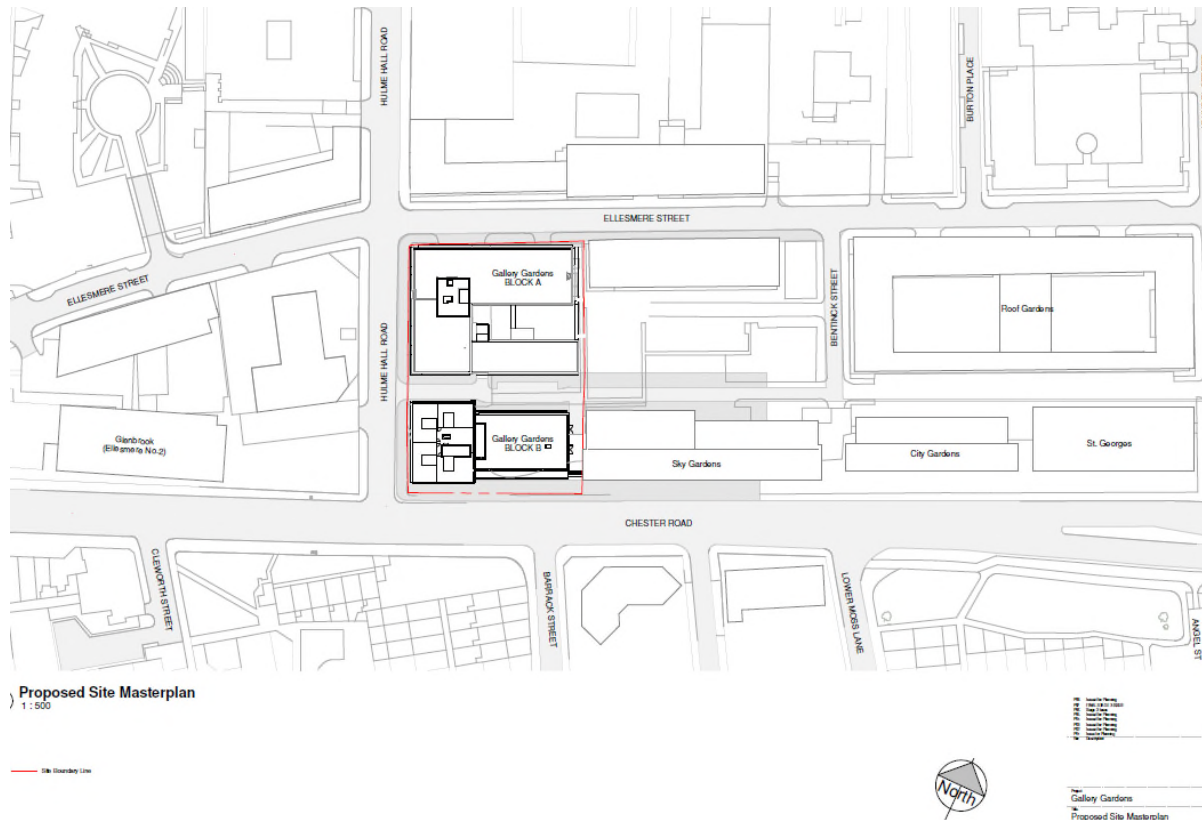
The Castlefield Conservation Area is to the north and there are three Grade II listed buildings nearby, namely Albert Mill, the former Turville public house at 252 Chester Road; and 215-219 Chester Road on the opposite side of Chester Road. The grade II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lie further towards the Mancunian Way.

There is a mix of uses in the area including residential, warehousing, light industrial units, an auto-repair centre and commercial uses. Over the past 20 years, contemporary apartment buildings have been developed and older buildings have been converted into homes. On the opposite side of Chester Road, much of the area is occupied by low level housing and a couple of high-rise apartment blocks.

Part of the site (at the corner of Hulme Hall Road and Ellesmere Street) has previously received permission for an eight storey building comprising 44 apartments.

The proposal is for a residential development within two blocks of varying heights to provide 366 homes and commercial floor space on the ground floor (Use Classes A1, A2, A3, A4, B1 or D2). The northern block (Block A) would be U-shape around a

central private residents' courtyard, with the blocks positioned on the perimeters of the site fronting Ellesmere Street, Hulme Hall Road and an access road between the two main blocks called Spinners Way. The southern block (Block B) would be a rectangular shape fronting Chester Road, Hulme Hall Road and Spinners Way.



The northern section of Block A facing Ellesmere Street would be eight storeys, stepping up to 12 storeys adjacent to Spinners Way. Block B would rise from 14 storeys adjacent to Sky Gardens to 18 storeys on the corner of Chester Road and Hulme Hall Road.

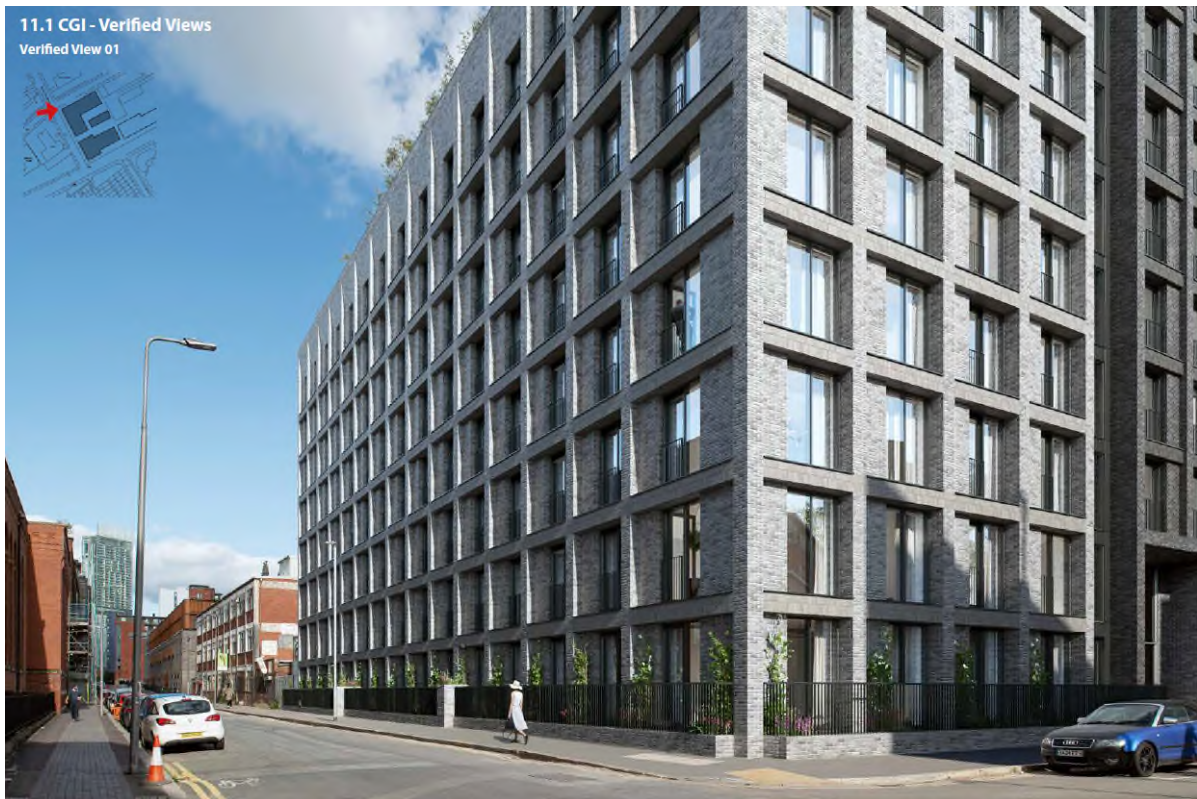
The ground floor level of the two blocks would comprise apartments apart from the corner of the southern block adjacent to Chester Road, which would accommodate commercial floorspace in a double height space. At the second floor level upwards there would be a mix of 1, 2 and 3 bedroom apartments with: 120 one bed; apartments; 242 two bed apartments; and 4 three bed apartments. The main entrances to both blocks would be off Hulme Hall Road with a double height entrance foyer in each building. The entrance to the commercial unit is on Chester Road.



Vehicular access would be off Hulme Hall Road via Spinners Way, which would be part of a route created through the site. There would be an entrance ramp off Spinners Way to a basement under Block A which includes 27 parking spaces and a secure cycle store for 366 bikes. Three parking spaces would be provided on Spinners Way. Four of the basement spaces would be suitable for use by disabled people, equating to 13%. Two bin stores and plant would be in the basement.

There would be a bin store at the ground level of Block B and two in the basement of Block A. This would include: 20 x 1100L bins for general refuse; 22 x 1100L bins for pulpable recycling; 23 x 1100L bins for mixed recycling; and 12 x 240L bins for food waste. The management company would move waste to and from the bin stores to the collection point on Spinners Way on collection day. The commercial unit on the ground floor of Block B would store waste within their demise and transfer it onto the street on collection day.

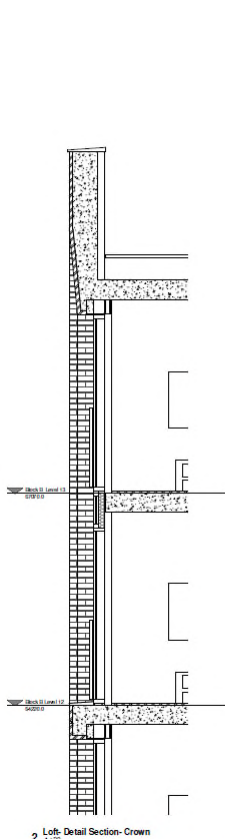
With the exception of the tall corner element to Block B, the buildings would have brick facades with a regular geometric grid. The eight storey element would be in light grey brickwork, with the rest of Block A and the lower element of Block B in dark grey brickwork. The window frames and metal handrails to the balconies would be black. The window reveals would be deep with recessed brick panels and a soldier course above. The top floors would have a chamfer to the top of the brickwork.



The taller section of Block B, at the junction of Chester Road and Hulme Hall Road, would be clad in dark grey metal with black window frames and balustrading to the balconies. It would strong grid lines with vertical and horizontal profiled metal fins creating a sharp geometric grid pattern.

Block A and the lower section of Block B would have roof gardens. One section of the roof of Block A would have lightweight office pods and flexible breakout office space, which would be available for residents and occupiers of the B1 uses at ground floor. A private hire booth, kitchen area with pergola and outdoor events space are also proposed on the roof of Block A.

11.1 CGI - Verified Views
Verified View 03



- Notes**
- 1. Externals should be subject to a final inspection only to be met.
 - 2. Externals should be subject to a final inspection only to be met.
 - 3. All work should be completed in accordance with the relevant contract documents.
 - 4. All work should be completed in accordance with the relevant contract documents.
- Materials**
- 1. The cast panels faced with dark grey brick.
 - 2. The cast panels with dark grey brick on the corner.
 - 3. Full height glazing with black window frames.
 - 4. Metal brackets fixed to the window frames. To match window frame colour.
 - 5. Cast in place window frame colour.
 - 6. Recessed brick panel.
 - 7. Brick panel.
 - 8. Chamfered brick panel.
 - 9. Loose panel.

Architectural drawings showing '5 Block B Key Plan' and project information for 'jmarchitects'. The key plan shows the building's footprint with the 'Level of Detail' highlighted. The project information includes the project name 'Gallery Gardens', location 'Facade Study Block B Loft - Crown', and contact details for 'jmarchitects'.

Consultations

Publicity

The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. Eight individual representations have been received, as well as a representation from the Britannia Basin Community Forum (BBCF). The comments can be summarised as follows:

Lack of community engagement and meaningful consultation – The developer undertook a community consultation in two years ago in a private office rather than a public space and did not seek to engage the BBCF as promised by the Planning Department.

Height – The height does not reference their surroundings, and from most angles is significantly taller. It would create a physical barrier. The 18 storey block on the corner of Hulme Hall Road / Chester Road would have an awkward juxtaposition with other residential dwellings on Chester Road. The sites adjacent to Cornbrook Station and the Triology building are a "gateway" to the area at between 10 and 15 storeys. Therefore, this plot should not be defined as another "gateway plot". Recent developments already create an imposing & unwelcoming entrance into the city. Should follow the Ancoats model with heights no more than eight storeys.

Heritage - The 18 storey block would change the character and visual amenity of the area. It would undermine the mills in Castlefield Conservation Area. Talbot Mill, Britannia Mills & Albert Mill, buildings with authenticity & interest, would be completely masked by a giant monstrosity, which is totally out of character. The black and grey facades would be out of keeping with the conservation area. Has the "harm" on the adjacent conservation area been fully assessed in the application submission?

Strain on Infrastructure – So many apartments would put a strain on the infrastructure around the community, including the road, parking, and services, including doctors and dentists. Further amenities should be provided at ground level.

Loss of Daylight and overshadowing to adjacent properties – The Daylight / Sunlight Assessment does not fully consider the impact on nearby residential buildings as it is based on assumptions (room layout and uses are not available). Many living rooms would be impacted by the development on the Ellesmere Street elevation, with some affected at all times of the day.

Highways & Parking – Lack of parking would place significant strain on on-street parking which is a significant issue in the area. The construction of Excelsior Works on Hulme Hall Road has reduced the number of on-street parking spaces and many cars wait around for spaces causing traffic issues. Residents of other developments with low levels of parking just park on the road. St Georges has been promised a parking scheme for 8 years, which has never happened. Could improvements and traffic calming measures be introduced on Ellesmere Street as part of Dr Trafford's comprehensive development to ensure the safety of residents in the area and avoid

the road being used as a 'rat run' to access the M602 / Regent Road from Chester Road?

Construction – This area suffers from disruption, dirt, congestion, noise, vibration, disturbance, bright lights from compounds and nails on the roads from the construction of the De Trafford schemes, as well as Trilogy and the 'improvements' to Chester Road roundabout and Regent Road, all in the last year and earlier. St Thomas Court also suffers from the Renaker developments beyond St George's roundabout. Prior to this, the area also had to suffer the road closures due to United Utilities construction. The difficult corner of Hulme Hall Road and Chester Road is made dangerous by constant and unpredictable construction truck manoeuvres. Which plots will serve as the site compound, how would this be managed in light of the continuous development in the area and where would contractors park? They should not be allowed to park on the surrounding streets. Can these matters be controlled and enforced through the planning process?

Financial Contribution and Affordable Housing – No affordable housing is proposed within the development. St Georges has received no financial contributions from the other De Trafford developments even though they have blighted the area with their construction impacts and abandoned developments. The estimated sales values are very conservative compared to the current asking prices for the other St Georges Gardens developments. How would the £250,000 proposed in this application be spent? This money should be spent on St Georges to offset everything the residents have been through.

Supporting documents do not adequately assess the impact of construction and development on existing St George's residents - The submitted documents are very detailed and concise for their own residents who are already living in roof gardens with regard to construction, noise levels, etc but there is no mention of protecting the wider St Georges residents from the same issues, which are making residents ill.

Crime – Crime is reasonably high (and has surged in recent years) with many instances of theft, violence, car damage and vehicle crime along Ellesmere Street. The high rates of crime are being exacerbated by the De Trafford developments and the way they are treating the area. The proposal should improve, or contribute towards the street lighting and security over and above delivering residential units by providing more lighting and street level activities.

DeTrafford Pipeline - This pipeline by De Trafford has ripped up Jackson Crescent, Lower Moss Lane, Stonall Avenue, Lordsmead Street and the two disabled bays outside City Road surgery are still a complete mess from this pipeline, which hasn't been finished for the last two weeks.

Design and Future Plans – The complete plan for this block should be submitted together (including the Phoenix House site) to provide a cohesive look and feel. This is a very high quality development from a proven good developer and architect in Manchester. However, the building should be built up against the party wall of Sky Gardens to create a strong street boundary along Chester Road and fully utilise the land. The black and grey facades are out of keeping with the area.

Lack of Community Integration, Greenspace and Street Level Animation – There is no community greenspace provision. The rooftop gardens and building up to the back of pavement create an inward looking fortress that does not encourage new residents to get involved in the local area and damages connections between different social groups in the area. This space is the only space left to make the growing neighbourhood on Ellesmere Street a genuine community and this proposal will lose this opportunity. Local residents have already lost access to the banks of the River Irwell, as well as a community park. There is not enough street level activation or greenery and a lack of amenities such as shops, particularly on Ellesmere Street (the development should follow the successful Ancoats model). De Trafford's sales brochure, which they have used as recently as November 2019, shows the site as a landscaped park. The submitted planning images show trees and grass opposite the development on Hulme Hall Road, which cannot exist due to the United Utilities observation building.

Biodiversity - How is the applicant demonstrating a 10% biodiversity net gain? It is disappointing that there is no further opportunity for tree planting within the external areas around Block A and along Hulme Hall Road to mitigate against Air Quality and Climate Change and deliver public benefit.

Energy - The Energy Assessment states that there will be site wide reduction in CO2 over Part L 2014 of the Building Regulations of 4.5%. Is this policy compliant in meeting Core Strategy Policy EN6 of 15%?

Consultees

Highway Services - Seeks a financial contribution of £50,000 towards highway safety in the area via the installation of traffic calming. Recommends the applicant liaises with the Contractor Engagement Group that has been set up for this area to minimise impact on residents throughout the construction process. Recommends conditions requiring the provision of a travel plan and a Demolition and Construction Management Plan.

Environmental Health - Recommends conditions relating to a Demolition and Construction Management Plan, fumes/odours, commercial opening hours, servicing hours, acoustics (commercial, residential and plant), waste management, air quality and contaminated land.

Neighbourhood Team Leader (Arboriculture) - No objections.

MCC Flood Risk Management - No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

Greater Manchester Police - No objections subject to conditions regarding Sustainable Drainage Systems (SuDS).

United Utilities Water PLC - No objection subject to conditions regarding drainage.

Historic England (North West) - Does not wish to make any comments.

Environment Agency - Recommends an assessment of the risks to controlled waters be undertaken as well as contaminated land.

Transport For Greater Manchester - No comments from a Metrolink perspective.

Manchester Airport Safeguarding Officer - No objections but recommend an informative to advise the applicant to follow the guidance for cranes and tall equipment.

National Air Traffic Safety (NATS) - No objections.

Greater Manchester Ecology Unit - Recommends a condition be attached to protect bats and that opportunities for biodiversity enhancements be incorporated into the new development.

Greater Manchester Archaeological Advisory Service - Recommends that the archaeological interests on the site should be secured by a planning condition.

Manchester Conservation Areas and Historic Buildings Panel – The Panel questioned the need for a taller element at the corner and suggested that there may be alternative ways to mark the corner. They commented that the design at ground floor needed to have a better relationship with the street and suggested a taller more flexible ground floor that could enable more active frontages such as commercial / offices.

Issues

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1, H1, H8, CC3, CC5, CC6, CC7, CC9, CC10, T1, T2, EN1, EN2, EN3, EN4, EN6, EN8, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

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

SO1. Spatial Principles – The development would be in a highly accessible location and reduce the need to travel by private car and therefore support the sustainable development of the City and help to halt climate change.

S02. Economy – The scheme would provide new jobs during construction along with permanent employment and facilities in a highly accessible location. The development would provide housing near to employment opportunities and therefore help to support the City's economic performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 366 apartments in a highly accessible location and would meet demand for housing, near to employment opportunities, in a sustainable location. It would address demographic needs and support economic growth. The growing economy requires well located housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The development would be highly accessible reducing the need to travel by private car and making the most effective use of public transport facilities. This would help to improve physical connectivity through the use of sustainable transport networks and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

S06. Environment – The development would be consistent with the aim of seeking to protect and enhance both the natural and built environment and ensure the sustainable use of natural resources in order to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 (Spatial Principles) – The development would be highly sustainable and would be consistent with the aim of bringing forward economic and commercial development, alongside high quality city living within the City Centre. It would be close to sustainable transport provision, maximise the potential of the City's transport infrastructure and contribute to the creation of a neighbourhood where people choose to be by enhancing the built and natural environment, creating a well-designed place that would both enhance and create character, re-use previously developed land and reduce the need to travel.

Policy CC3 Housing – It is expected that a minimum of 16,500 new homes will be provided in the City Centre up to 2027. The development would be located within an area identified as a key location for residential development and thus would contribute to meeting the overall housing targets identified for the City Centre within the Core Strategy.

Policy CC5 – Transport – The proposal would contribute to improving air quality by being accessible by a variety of modes of transport.

Policy CC6 City Centre High Density Development – The proposals would be a high density development and involve an efficient use of land.

Policy CC7 Mixed Use Development - The proposals would include ground floor commercial space. This would contribute to creating an active frontage and

increasing footfall along the street. The commercial unit would also service other residential units within the area.

Policy CC9 Design and Heritage – The proposal would have a high standard of design appropriate to the City Centre context and would be in keeping with the nearby listed buildings and Castlefield Conservation Area.

Policy CC10 A Place for Everyone – There would be a mix of one, two and 3 bed apartments, which would appeal to a wide range of people from single professionals and young families to older singles and couples. The building would be highly accessible.

Policy H1 Overall Housing Provision - The development would provide new homes which would be consistent with regeneration objectives and help to create a mixed use community. The development would contribute to the ambition of building 90% of new housing on brownfield sites. The current condition of the site is poor and its development would have a positive impact on the surrounding area. The development would meet the needs of the predominant 25-39 year old demographic from which the majority of demand is forecast.

Policy H8 – Affordable Housing – A Viability Appraisal has been submitted to the Local Planning Authority regarding the provision of affordable housing. This issue is discussed in more detail below.

Policy T1 Sustainable Transport – The proposal would encourage a modal shift away from car travel to more sustainable alternatives. It would improve pedestrian routes within the area and the pedestrian environment.

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

Policy EN1 Design Principles and Strategic Character Areas - The proposal involves a good quality design, and the development would enhance the character of the area and the overall image of Manchester. The design responds positively at street level, which would improve permeability. The positive aspects of the design are discussed in more detail below.

EN 2 Tall Buildings – The proposed building would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 Heritage - The site currently has a negative impact and there is an opportunity to enhance the architectural and urban qualities of it and the adjacent Castlefield Conservation Area. It is considered that the quality and design of the proposal would enhance the character and appearance of the Castlefield Conservation Area and would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail below.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development The proposed development would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development seeks to achieve the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes tree planting and incorporates rooftop gardens.

Policy EN14 Flood Risk – The site is not located within an area at risk of flooding and has been designed to minimise surface water run-off.

Policy EN15 Biodiversity and Geological Conservation – The development would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions from traffic generated by the development.

Policy EN 17 Water Quality - The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN 18 - Contaminated Land and Ground Stability - A desk study which identifies possible risks arising from ground contamination has been submitted with the application.

Policy EN19 Waste – The development would be consistent with the principles of the waste hierarchy. In addition the application is accompanied by a Waste Management Strategy.

Policy DM 1 - Development Management – This policy sets out the requirements for developments in terms of Code for Sustainable Homes and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- Adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;

- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Saved Unitary Development Plan Policies

DC10 Food and Drink Uses – The principle of the proposed food and drink uses is acceptable in the City Centre and the impact on amenity, servicing and access is considered to be acceptable. This is discussed in more detail below.

DC18.1 Conservation Areas – It is considered that the proposal would enhance the character and appearance of the adjacent Castlefield Conservation Area. This is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – An archaeological desk based assessment has been carried out for the site and concludes that targeted trenching should be carried out to find out more about possible 19th century remains.

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

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving development proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans

that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 366 homes to a sustainable location. The scheme would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing investment is required in appropriate locations within Manchester as the City grows. The City Centre is the biggest source of jobs in the region and the proposal would provide suitable accommodation to support the growing economy and help to create a vibrant, thriving and active community.

Section 6 - Building a strong and competitive economy - The proposals would develop a high-quality development in an area in need of further regeneration. This would create jobs during construction and would complement the existing community within the area. New residents would support the local economy through the use of facilities and services.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route into the City Centre and help to create a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester’s growth objectives, delivering appropriate housing and meeting the demands of a growing economy and population. It would be within the City Centre in a location that is well connected and would therefore help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and help to create a healthy, inclusive community. It would be integrated into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is in an accessible location close to the Cornbrook Tram interchange, as well as trains and buses in the City Centre. Development here would be sustainable and contribute to wider sustainability and health objectives giving people a choice about how they travel.

Section 11 (Making Effective Use of Land) – The proposal would be a high density development providing homes and other uses on a brownfield site whilst safeguarding and improving the environment and ensuring safe and healthy living conditions.

Section 12 (Achieving Well-Designed Places) - The design has been carefully considered and would provide a high quality building which would help to raise the standard of design in the area.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The application site is in a highly sustainable location and would seek to achieve a ‘Very Good’ BREEAM rating for the commercial element.

An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote the responsible development of energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and also in operation.

The site is within Zone 1 of the Environment Agency flood maps, which means it has a low probability of flooding.

Section 15 (Conserving and enhancing the natural environment) – The documents submitted with this application have considered issues such as ground conditions, noise and the impact on ecology and demonstrate that the proposal would have no significant adverse impacts in respect of the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city’s liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city’s plan, and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city’s carbon reduction commitment in line with the Paris Agreement, in the context of

achieving the “Our Manchester” objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach that will be taken to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester’s science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester’s ‘carbon budget’ will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a ‘circular economy’, in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester’s Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, and investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester’s air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide ranging consultation.

The alignment of the proposals with the policy objectives set out above is detailed below.

Other Relevant Documents

Manchester Residential Quality Guidance (July 2016) (MRQG) – The City Council’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.

Manchester Green and Blue Infrastructure Strategy 2015 - The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal would provide street trees and green roof gardens, contributing to existing tree canopy coverage within the City Centre. It would also have a positive impact on the blue infrastructure of the city by improving routes through to the nearby Bridgewater Canal and the River Irwell.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007) - This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

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

The application site falls within the area designated as Castlefield. The key priorities for this area include ensuring residential developments are balanced with the needs of the area. It is considered that the proposed development would be consistent with achieving these priorities.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy) - The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposed residential development of the application site will clearly support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Cornbrook Hub Strategic Regeneration Framework - This Regeneration Framework was endorsed in principle by The Executive in December 2013. The framework identifies the redevelopment of land to the south west of the application

site that falls within the boundaries of Manchester City Council and Trafford Borough Council. It includes land adjacent to Chester Road, the Bridgewater Canal and the Cornbrook Metrolink station and proposes a mix of uses including an hotel, offices and retail. The Executive report identified the importance of regenerating this area, with the land within Manchester being an important gateway site leading into the City Centre and capable of achieving a high density and scale of development. It also noted the importance of providing a commercially led mix of uses that reinforced access to and use of Metrolink's Cornbrook station, and the need to positively boost confidence in the broader area. The proposed mixed-use development on the application site would complement these regeneration aspirations.

Castlefield Conservation Area Declaration - Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers. Where buildings are arranged along a street, new structures should follow the street frontage.

Legislative requirements

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

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

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise

disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

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

Environmental Impact Assessment - The number of apartments proposed exceeds the threshold set out in Schedule 2 10b of the Town and Country Planning (Environmental Impact Assessment (EIA)) Regulations 2017. This planning application was therefore the subject of a Screening Opinion for an Environmental Assessment in relation to Schedules 2, 3 and 4 of the EIA Regulations.

The Screening Opinion concluded that as the scale of the development is appropriate for a City Centre context, that it would re-use a previously developed site, allow greater use of public transport, would improve conditions for pedestrians, would assist regeneration of the City, is unlikely to result in significant or unusual adverse impact for local residents, that the impact of the development would not have more than a local impact and would support the City's objectives of making the City Centre a better place to live, shop, invest, and visit and that, as such, the scheme is not likely to have significant effects. Having taken into account the EIA Directive and Regulations it is therefore considered that an Environmental Assessment is not required in this instance.

Principle of the Proposed Uses and the Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is an important link between economic growth, regeneration and housing and new homes are essential to the next phase of economic growth. The proposal would develop a site on a gateway route and transform a key entry point to the City. This would improve the image of the area and the City and could act as a catalyst for further regeneration. The proposal would complement the existing community and help to enhance connections to the city centre.

Manchester's population is expected to increase by 100,000 by 2030, and this, together with trends and changes in household formation, requires more homes. Manchester's Residential Growth Strategy seeks to deliver 32,000 homes by 2025 and the proposal would contribute to this need within an area identified as being suitable for residential development. Residential development would be consistent with a number of the Greater Manchester Strategy's key growth priorities by delivering homes to serve the growing economy and population, in a well-connected location, adjacent to a major employment centre and promoting sustained economic growth.

The quality, product mix and the size of the homes would appeal to different market sectors including owner occupiers, investors and renters. The proposal would regenerate a brownfield site and would be in keeping with the aspirations of the Residential Growth Strategy.

In view of the above, the development would be consistent with the objectives of the City Centre Strategic Plan, the Greater Manchester Strategy, and would complement and build upon Manchester City Council's current and planned regeneration initiatives. As such, it would be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies SP1, EC1, CC1, CC4, CC7, CC8, CC10, EN1 and DM1.

Viability and Affordable Housing Provision

The NPPG provides guidance for applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.

The NPPG sets out in relation to brownfield sites, that Local Planning Authorities should seek to work with interested parties to promote their redevelopment. To incentivise the bringing back into use of brownfield sites, Local Planning Authorities should:

- " Consider the different funding mechanisms available to them to cover potential costs of bringing such sites back into use; and
- " Take a flexible approach in seeking levels of planning obligations and other contributions to ensure that the combined total impact does not make a site unviable.

Core Strategy Policy PA1 considers the City Council's specific policy requirements in relation to Planning Obligations. It states that where needs arise as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Of relevance to this application could be provision of affordable housing and works to improve highway safety in the area. However in determining the nature and scale of a planning obligation, it is necessary to take into account specific site conditions and other material considerations including viability, redevelopment of previously developed land and mitigation of contamination.

There is a city wide requirement that on all residential developments of 0.3 hectares and above, or where 15 or more units are proposed, a contribution should be made to the City-wide target for 20% of new housing provision to be affordable. There are exemptions where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The application proposes 366 new homes. The delivery of new homes is a priority for the council. The proposal would develop a brownfield site that makes little contribution to the area and would create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance and provide areas of high quality public realm both for occupiers of this development and the wider community. All these matters have an impact on the scheme's overall viability.

The applicant has provided a viability appraisal, which has been made publicly available through the Council's public access system. This has been independently assessed on behalf of the Council. This has concluded that a £250,000 commuted sum for off-site affordable housing in the City should be accepted, which equates to 2.02% of the requirement outlined in policy H8, as the scheme could not support a greater contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

Highway Services have highlighted a need for highway safety improvements costing £50,000, due to problems being experienced in the immediate area, such as 'rat-running' on Ellesmere Street. This issue has also been raised in the objections from neighbours. It should be considered, therefore, whether £50,000 of the financial contribution should go towards highway safety works in the immediate area.

The scheme would deliver benefits on the site through the provision of buildings of a high design specification and high quality materials, as well as areas of high quality public realm, and the applicant has agreed that they would provide a financial contribution, which it is considered should go towards the provision of off-site affordable housing and off-site highway safety works.

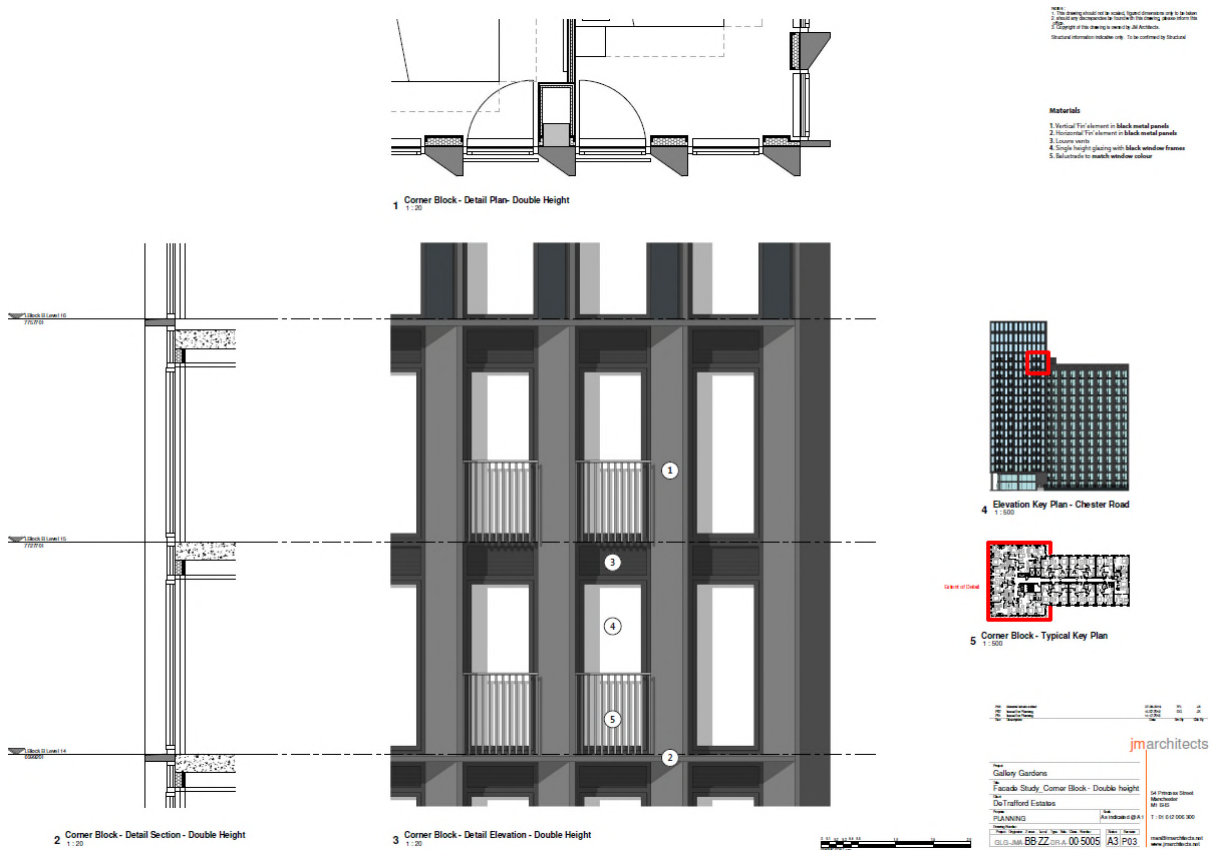
Tall Building Assessment

One of the main issues to consider in assessing the scheme is whether this is an appropriate site for a tall building. The proposal has been thoroughly assessed against the City Council's policies on tall buildings, the NPPF and the following criteria as set out in the Guidance on Tall Buildings Document published by Historic England (Historic England Advice Note 4 'Tall Buildings' December 2015).

Architectural Quality

The key factors to consider here are scale, form, massing, proportion and silhouette, facing materials and relationship to other structures. The Core Strategy seeks to ensure that tall buildings complement the City's existing buildings and make a positive contribution to the creation of a unique, attractive and distinctive City. It identifies sites within and immediately adjacent to the City Centre as being suitable for tall buildings.

The design incorporates contemporary materials that would reflect the brickwork of the older buildings in the area and the local vernacular of the City. The grey brickwork and metal cladding would reflect the industrial and rugged character of the materials used within Castlefield Conservation Area. The buildings would have a tripartite composition, with vertically proportioned and recessed window openings. Many of the elevations would have brick detailing, including a soldier course or chamfered element above the window, which, along with the deeply recessed windows and the metal fins to the taller building, would give a highly modelled appearance and add interest to the elevations.



Brick detailing to openings - Britannia Mill



Brick soffit detail to Ellesmere Street Elevation

Active frontages would be created on Chester Road and Hulme Hall Road with the introduction of a commercial unit on the corner, and the main entrances to Blocks A and B would be on Hulme Hall Road, leading to improvements to the public

environment around the site. The proposal would significantly improve visual amenity around Ellesmere Street, Hulme Hall Road and Chester Road. It would add positively to the traditional and modern designs that have emerged in the wider area and provide a major development and landmark building on a key gateway entry route to the City Centre.



Hulme Hall Road Elevation

Chamfered brick entrance detail reflecting the materiality of the surrounding mill architecture

The heights of the buildings would correspond to those on Chester Road, with the taller element marking the corner of Hulme Hall Road, providing a focal point at a main route into St Georges. The eight storey element on Ellesmere Street, whilst taller than the existing buildings on Ellesmere Street, would provide a transitional element between Ellesmere Street and the taller buildings on Chester Road.



Glenbrook
Grey brickwork with curtain wall in fill panels

Gallery Gardens
Black metal with dark brickwork

Sky Gardens
Terra-cotta brickwork with curtain wall in fill panel

City Gardens
Terra-cotta brickwork with curtain wall in fill panels

St. George's Gardens
Light coloured stone and brick facade

CONTEXT ELEVATION - CHESTER ROAD

A condition requiring samples of materials and details of jointing and fixing, and a strategy for quality control should be attached to any permission granted. It is considered therefore, that the proposals would result in high quality building that would be appropriate to its context.

The development has been designed to integrate with its context and the wider City Centre and reinforce a city centre gateway. The massing would not adversely affect the settings of Castlefield Conservation Area and the nearby listed buildings.

Design Issues, Relationship to Context and Impact on Historic Context

The effect of the proposal on key views, listed buildings, conservation areas, scheduled Ancient Monuments, archaeology and open spaces has been considered.

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to grant planning permission for development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a development proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposals.

The site is not within a conservation area but is adjacent to Castlefield Conservation Area. The character of the part of Castlefield Conservation Area nearest to the site can be defined by transport infrastructure including the canal and river network overlaid by substantial railway viaducts. The proposal site is close to Albert Mill (grade II listed), with other grade II listed buildings such as the railway bridge over the Bridgewater Canal, the former Turville public house at 252 Chester Road and 215-219 Chester Road on the opposite side of Chester Road in the vicinity. The grade II* listed Church of St George with the churchyard walls, gate piers and gates which are grade II listed, lie further towards the Mancunian Way.

The area has changed over the past 25 years with traditional industries relocating and leaving post-industrial inactivity. Vacant sites have been redeveloped such as Castlefield Locks, Excelsior Mill, Timber Wharf, the Boxworks and Moho, and redundant mills such as Albert Mill and Britannia Mills have been refurbished. Several sites on Chester Road are under construction for residential. However, further change is required to address vacant and underused sites that have a negative impact. The site includes a low level industrial unit and a temporary site compound. It is unsightly and gives no sense of enclosure to the surrounding streets. The area is fragmented and there is a sense of dereliction to this part of the St Georges area.

The applicant has provided a visual impact assessment of the development, based on five viewpoints.

The proposal would create a strong street frontage to Ellesmere Street, Hulme Hall Road and Chester Road, significantly improving the environment and helping to establish an appropriate and acceptable urban grain. It would add activity and vitality and help to re-integrate the site into its urban context and reinforce the character of the streetscape and sense of scale. Whilst the buildings would be taller than the

historic buildings, they would relate to overall building heights with the tallest element adjacent to taller buildings on the Chester Road frontage. The height would not have an adverse impact on the area. There is a mixture of building types in the Conservation Area and this proposal would create a strong street frontage and have materials that reflect its rugged and industrial character. The buildings would have a tri-partite subdivision with deep, vertically-proportioned window reveals and would be constructed of contemporary materials. This would respond well to nearby older buildings such as Albert Mill and Britannia Mills.



Hulme Hall Road

The impact on nearby listed buildings has been assessed. The development steps down in scale near to Albert Mill and Castlefield Conservation Area. It would continue the back of pavement built form along Ellesmere Street, creating a street wall, and strengthening the street environment. The palette of materials would reflect elements, such as the slate roofs, of the listed buildings and other historic buildings. The proportions and arrangement of the window openings would continue the rhythm of the historic mill frontages. Overall, it is considered therefore that the proposal would have a positive impact on the setting of Albert Mill.

In relation to the listed buildings on Chester Road, the proposal would be seen in the context of the other large scale developments that have taken place here. The site is separated from the former Turville Public House by the Glenbrook development and from the Church of St George and its surrounds by the other large scale buildings to the east. The grade II listed Georgian townhouses at 215-219 Chester Road would be separated from the site by Chester Road and sit opposite Sky Gardens and next to a modern office building. The proposal would assimilate with its surroundings on Chester Road and would not have a negative impact on the setting of this listed building.

The Grade II listed railway bridge is primarily viewed from the canal towpath and the scheme would only be visible in the background and in the context of other buildings, having a neutral impact on the setting of the listed bridge.

The site does not contain any heritage assets and detracts from the character of the nearby conservation area and the settings of the nearby listed buildings. Its development could enhance the architectural and urban qualities of the area. The proposal would enhance the character and appearance of Castlefield Conservation Area and would have a neutral or positive impact on the settings of

nearby listed buildings. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act, and would meet the requirements set out section 16 of the NPPF.

There are possible archaeological remains across the site from former housing and it is recommended that a programme of further investigation is carried out in advance of any construction works.

Relationship to Transport Infrastructure

There are a number of public transport options within the vicinity of the site. Chester Road is a major bus route and Cornbrook tram stop and Deansgate Railway Station are nearby. There are good pedestrian and cycle links. A Travel Plan has set a package of practical measures aimed at reducing the transportation and traffic impacts, which would encourage the use of public transport modes, and a condition should be attached.

The amount of parking proposed is in keeping with the sustainable location, and the vehicular access and layout arrangements are acceptable. The submitted transport assessment concludes that the impact of the scheme on the capacity of the surrounding highway network would be negligible. A condition should be attached to any consent that would require the parking spaces to be used by residents of the development only, rather than being rented out to commuters.

Sustainable Design and Construction

A revised Energy and Sustainability Assessment has been undertaken, which states that the building design would achieve a site wide reduction in carbon dioxide of 15 per cent over Part L 2010 Building Regulations as required by Policy EN6 of the Core Strategy. The development would achieve a minimum of a 'Very Good' BREEAM rating in relation to the commercial unit. In accordance with Core Strategy Policies EN4 and EN6 the principles of the energy hierarchy have been applied to the development and it is considered therefore that the development would have sustainable design and construction and is designed to minimise the impact on climate change.

Credibility of the Design

Tall buildings are expensive and the architectural quality must be maintained through the process of procurement, detailed design and construction, and conditions such as requiring samples of materials should ensure this is achieved.

The applicant and design team have local knowledge and experience and are familiar with the issues associated with developing high quality buildings. They have ensured the design is commercially viable. The quality has been maximised without compromising viability.

A significant amount of time has been spent developing the proposals to ensure that it can be constructed and delivered. The applicants have provided a viability

assessment that confirms that the viability of the scheme has been costed on the quality of scheme shown in the submitted drawings.

Contribution to Public Spaces and Facilities

The development should interact positively with and contribute to its surroundings at street level. The site contributes little to public spaces and facilities. The proposal would deliver a significant enhancement to Ellesmere Street, Hulme Hall Road and Chester Road through the delivery of high quality buildings. The commercial floorspace would provide positive animated street frontages, as well as providing services and facilities for a growing local population. The residential entrances would animate the street, whilst the ground floor apartments would have windows and doors with a small area of defensible space opening out onto Ellesmere Street and Hulme Hall Road.

A public route running from Hulme Hall Road would be pedestrian-friendly with tree planting and would provide linkages to other facilities within the area.

A secure central courtyard within Block A would provide a landscaped environment for residents. The courtyard would be accessible via Ellesmere Street and Spinners Way with secure controlled access. Extensive roof gardens and facilities would be provided on the roofs of Blocks A and B for the residents.

Given the above, it is considered that the proposal would contribute to public spaces and facilities.

Effect on the Local Environment

This examines, amongst other things, the impact the scheme would have on nearby and adjoining residents. It includes issues such as impact on daylight, sunlight and overshadowing, wind, noise and vibration, night-time appearance, vehicle movements and the environment and amenity of those in the vicinity of the building.

a) Sunlight, Daylight and Overshadowing

The main buildings that could be affected in terms of sunlight, daylight and overshadowing are Britannia Mills, Sky Gardens and Albert Mill, which have been converted to apartments and are to the north and north west of the site. The buildings are built to the back of pavement, as is traditional, and the proposal follows the same pattern. The habitable windows within the buildings would therefore be separated by Ellesmere Street, which is typical in the area and is considered to be an acceptable separation distance.

The report considers the impact on Albert Mill, Britannia Mills and Sky Gardens. It has used the three methodologies set out in the BRE guidance, Site Layout Planning for Daylight and Sunlight: A Guide to Good Practice, 2011 – Vertical Sky Component (VSC), No Sky Line (NSL) and Average Daylight Factor (ADF). The impact on sunlight uses the Annual Probable Sunlight Hours (APSH) method. As the site is relatively under developed, buildings next to the site are typically receiving more daylight and sunlight than would be expected. The assessment looked at the

separation distances in other residential areas to produce a benchmark giving a reasonable expectation of daylight and sunlight. It is normal practice where access to adjacent properties is not available to make assumptions about layouts. That has been the case here and the report has based the ADF results on a living room layout which would have higher compliance standards than a bathroom or bedroom.

The assessment generally shows high levels of compliance with the BRE Guidelines for an urban location, particularly for Sky Gardens and Albert Mill. Whilst the compliance figures for Britannia Mills are not as high, its compliance figures are higher than other streets in Castlefield. Also, some of the ground floor properties appear to be dual aspect and the VSC analysis only considers windows overlooking the development. Therefore, if the alternative windows were also considered, the compliance rate would be significantly higher. Some of the windows may serve bedrooms or bathrooms, which have a lesser requirement for daylight and a lower ADF target, so the compliance rate for the ADF analysis would also be likely to be higher if some rooms are bathrooms or bedrooms. The report concludes that, given the existing levels of daylight within other areas of Castlefield and the City Centre, and based on the application of the BRE Guidelines, the results are acceptable.

Given the above, it is considered that the proposal would have an acceptable impact in terms of sunlight, daylight, overshadowing and overlooking.

(b) Wind

A desktop wind study has considered the existing wind effects and microclimate in the area and the potential impact of the proposal. The base of the proposal along Chester Road and Hulme Hall Road are likely to occasionally experience wind during westerly, south-westerly and southerly winds. However, the landscape strategy and the adjacent Glenbrook development to the southwest along Chester Road, should provide sufficient shelter such that the winds do not cause a nuisance to pedestrians. Wind funnelling could occur down Spinners Way during westerly winds, but the tree planting at ground level would reduce wind speeds and make conditions suitable for walking. The entrances to the buildings are set back or under overhangs, which would provide shelter and make them suitable for use.

Given the above, the proposed development would not have a detrimental effect on the wind environment in and around the site and, with the wind mitigation measures proposed, the wind environment would be acceptable.

(c) Air Quality

An Air Quality Assessment explains that the construction would produce dust and increased emissions but this is likely to be temporary, short term and of a minor impact, and mitigated by the use of good practice control measures during construction. The traffic generated would have a minimal effect on local pollution concentrations and a condition requiring Electric Vehicle Charging points (EVCs) should be attached. This, along with the Travel Plan and cycle parking should contribute to less reliance on air polluting vehicles. Predicted pollution levels for future occupiers would be higher than the relevant air quality criteria at a number of locations throughout the development. Suitable mitigation in the form of mechanical

ventilation is proposed for the affected units. This should ensure that future residents are not exposed to poor air quality.

d) Noise and Vibration

The proposal could impact upon amenity through noise generation from within the premises and from plant and equipment. The impact on residents from the commercial premises, nearby industrial premises and from traffic noise on Chester Road should also be considered. The acoustic report outlines how the premises would be acoustically insulated to prevent unacceptable noise breakout and ensure adequate acoustic insulation is achieved. A condition would require adequate noise levels to be achieved. Conditions should be attached specifying delivery hours and the hours of use for the commercial units. Given the above, the proposal would not have an adverse impact through noise and vibration.

(e) TV reception and Broadband

A Television Reception Survey has concluded that any signal degradation due to the development would be negligible and that signal strengths in the area are generally strong enough to overcome any attenuation caused by the development. There should be a condition requiring a post-construction survey to check whether there has been an impact from the development and to ensure that mitigation measures are targeted if necessary.

External and internal fibre cabling would be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.

(f) Vehicle Movements

A transport assessment concludes that the impact of the scheme on the capacity of the surrounding highway network would be negligible and there are no highway objections.

Contribution to Permeability

The development and public realm would improve permeability and legibility and the ground floor commercial unit would create activity on Chester Road. A public route would run from Hulme Hall Road to extend the route to the rear of Sky Gardens on the former line of Church Road.

The proposal would contribute positively to permeability, linkages and the legibility of the area and its townscape.

Provision of a Well-Designed Environment

There would be a communal landscaped courtyard, high quality public realm and roof gardens with communal facilities. The hard and soft landscaping, active street frontage and windows overlooking the street would encourage activity and natural surveillance and the proposal would provide a well-designed environment.

Conclusion in Relation to the Tall Buildings Assessment

In assessing the above criteria, it is considered that the applicant has demonstrated that the proposals would meet the English Heritage guidance and the proposals would provide a building of a quality acceptable to this site. In view of the above the proposals would also be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF, policies SP1, DM1, EN1, EN2, EN3, EN14, CC6 and CC9 of the Core Strategy and saved UDP policies DC18, DC19, DC20 and DC26.

Full access and Inclusive Design

The proposal would be fully accessible. Internal and external areas are inclusive and address the requirements of everyone. Four out of the 30 parking spaces would be suitable for use by disabled persons, which equates to 13 per cent. The proposals would therefore be consistent with sections 8 and 12 of the NPPF and policies SP1, DM1 and CC10 of Core Strategy.

Crime and Disorder

The proposal would bring vitality to this underused site and the broader area. The development would overlook and enliven the street scene and help to provide natural surveillance. A Crime Impact Statement (CIS) carried out by Greater Manchester Police considers that the layout is acceptable subject to detailed design measures to ensure that robust and secure access controls are implemented, as well as measures to deter graffiti. It is recommended a condition be attached that requires the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. A bat survey found some signs of bats, which are legally protected. A condition should therefore be attached to ensure the building on the site is not demolished before any necessary licence is in place. Three trees of low amenity value would be removed and street trees would be planted where underlying services allow. A condition would require details of tree planting to be implemented. The landscaping could enhance the ecology and biodiversity and the introduction of features, such as bat roosting boxes, should encourage wildlife. A condition should require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies DM1, EN9 and EN15 Core Strategy.

Contaminated Land and Impact on Water Resources

As contamination may exist on the site a condition should require a site investigation that also considers any impacts to controlled waters.

In view of the above, the proposals would be consistent with section 11 of the NPPF and policy EN15 of the emerging Core Strategy.

Flood Risk and Sustainable Drainage System (SuDS)

The site is not in an area susceptible to flooding. A Drainage and Flood Risk Statement concludes that the proposed use is appropriate and would comply with NPPF guidance. The assessment recommends measures to deal with surface water including buried storage and permeable paving, thereby contributing to measures to combat the impacts of climate change. Conditions should be attached requiring the implementation and maintenance of a sustainable drainage system.

Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposed development with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Waste Management

A waste management strategy shows that the proposal can accommodate adequate bin storage with a bin store at the ground level of Block B and two in the basement of Block A. The bin stores would accommodate: 20 x 1100L bins for general refuse; 22 x 1100L bins for pulpable recycling; 23 x 1100L bins for mixed recycling; and 12 x 240L bins for food waste. Within each apartment there would be separate bins and bags colour-coded for residents to separate their waste into the four waste streams. Occupants of the dwellings would be responsible for the transfer of their waste to the internal stores and the management company would move waste to and from the bin stores to the collection point on Spinners Way on collection day. A condition should be attached to any approval to ensure that an adequate waste management strategy is implemented.

The commercial unit would store waste within their demise and transfer it onto the street on collection day.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The external amenity spaces, green roofs and external public and private realm would provide green infrastructure enhancements and should improve biodiversity and enhance wildlife habitats in the urban area. Opportunities to enhance and create new biodiversity within the development, such as bat boxes would be required via a planning condition.

The development would comply with the requirements of policy EN6 of the Core Strategy by achieving a minimum 15% reduction in CO2 emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. The 15% requirements translates as a 9% improvement over Part L 2013.

It is expected that the majority of journeys would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO2 emissions. There would be 366 cycle spaces.

The Framework Travel Plan (TP) sets out a package of measures to reduce the transport and traffic impacts, including promoting public transport, walking and cycling and would discourage single occupancy car use.

Overall the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relation to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Response to Neighbour Comments

The majority of the planning grounds of objection are addressed in the main body of this report.

The area has undergone a large amount of disruption from construction over the last few years, as a consequence of the pace of change. The developer/contractor would liaise and participate in the Contractor Engagement Group for the area and a Construction Management Plan would be a condition to minimise the impact on residents.

Conclusion

A residential development of this scale would be an appropriate response to national and local planning policy. It would promote a quality neighbourhood, economic development and sustainable travel patterns. The development would be well designed and of a high quality and would fulfil an important role in providing a residential accommodation, for which there is a need.

The proposal would be consistent with a number of the GM Strategy's key growth priorities by providing housing to meet the demands of a growing economy and population, in a well-connected location adjacent to a major employment centre. It would promote sustained economic growth within the City

The proposal would enhance the character and appearance of the nearby Castlefield Conservation Area and it would not harm the settings or significance of the nearby listed buildings.

The development would minimise potential overlooking and loss of sunlight and daylight. It would regenerate a site that has a negative impact on the area and would improve the public realm.

The proposal would accord with Core Strategy policies in relation to CO2 reductions and biodiversity enhancement and the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Given the above, it is considered that the proposal is in accordance with the City's planning policies and regeneration priorities, including the adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework, and should be approved.

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

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

Recommendation MINDED TO APPROVE subject to a legal agreement for a financial contribution towards off site affordable housing

Article 35 Declaration

Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, heritage issues, access and CO2 reductions.

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:

GLG-JMA-01 ZZ-DR-A-00 0001 Rev P04 Location Plan
 GLG-JMA-01-00-DR-A-00-0200 Rev P08 Proposed Site 00 Floor - GA plan
 GLG-JMA-01-01-DR-A-00-0201 Rev P07 Proposed Site 01 Floor - GA plan
 GLG-JMA-01-02-DR-A-00-0202 Rev P07 Proposed Site 02 Floor - GA plan

GLG-JMA-01-03-DR-A-00-0203 Rev P07 Proposed Site 03 Floor - GA plan
 GLG-JMA-01-04-DR-A-00-0204 Rev P07 Proposed Site 04 Floor - GA plan
 GLG-JMA-01-05-DR-A-00-0205 Rev P07 Proposed Site 05 Floor - GA plan
 GLG-JMA-01-06-DR-A-00-0206 Rev P07 Proposed Site 06 Floor - GA plan
 GLG-JMA-01-07-DR-A-00-0207 Rev P07 Proposed Site 07 Floor - GA plan
 GLG-JMA-01-08-DR-A-00-0208 Rev P06 Proposed Site 08 Floor - GA plan
 GLG-JMA-01-09-DR-A-00-0209 Rev P06 Proposed Site 09 Floor - GA plan
 GLG-JMA-01-10-DR-A-00-0210 Rev P06 Proposed Site 10 Floor - GA plan
 GLG-JMA-01-11-DR-A-00-0211 Rev P06 Proposed Site 11 Floor - GA plan
 GLG-JMA-01-12-DR-A-00-0212 Rev P07 Proposed Site 12 Floor - GA plan
 GLG-JMA-01-13-DR-A-00-0213 Rev P07 Proposed Site 13 Floor - GA plan
 GLG-JMA-01-14-DR-A-00-0214 Rev P07 Proposed Site 14 Floor - GA plan
 GLG-JMA-01-15-DR-A-00-0215 Rev P07 Proposed Site 15 Floor - GA plan
 GLG-JMA-01-16-DR-A-00-0216 Rev P07 Proposed Site 16 Floor - GA plan
 GLG-JMA-01-17-DR-A-00-0217 Rev P07 Proposed Site 17 Floor - GA plan
 GLG-JMA-01-B1-DR-A-00-0218 Rev P07 Proposed Site Basement Floor - GA plan
 GLG-JMA-01-RF-DR-A-00-0251 Rev P08 Proposed Site RF Floor - GA plan

GLG-JMA-01-ZZ-DR-A-00-0101 Rev P08 Proposed Site Masterplan
 GLG-JMA-01-ZZ-DR-A-00 0102 Rev P08 Proposed Site Plan
 GLG-JMA-01-ZZ-DR-A-00-1001 Rev P05 Site Section AA
 GLG-JMA-01-ZZ-DR-A-00-1002 Rev P05 Site Section BB
 GLG-JMA-01-ZZ-DR-A-00-1003 Rev P05 Site Section CC
 GLG-JMA-01-ZZ-DR-A-00-1004 Rev P05 Site Section DD
 GLG-JMA-01-ZZ-DR-A-00-1005 Rev P05 Site Section EE
 GLG-JMA-01-ZZ-DR-A-00-2001 Rev P06 Proposed Site Elevations - North + East
 GLG-JMA-01-ZZ-DR-A-00-2002 Rev P06 Proposed Site Elevations - South + West
 GLG-JMA-01-ZZ-DR-A-00-2003 Rev P07 Proposed Site Elevations - Courtyard
 GLG-JMA-01-ZZ-DR-A-00-2004 Rev P07 Proposed Site Elevations - Spinners Way
 GLG-JMA-AA-ZZ-DR-A-00-5000 Rev P03 Loft Hulme Hall - Typical
 GLG-JMA-AA-ZZ-DR-A-00-5001 Rev P03 Loft Hulme Hall - Crown
 GLG-JMA-AA-ZZ-DR-A-00-5002 Rev P04 Mill - Typical Ground Detail
 GLG-JMA-AA-ZZ-DR-A-00-5003 Rev P03 Mill - Typical Detail
 GLG-JMA-AA-ZZ-DR-A-00-5004 Rev P03 Mill - Typical Crown Detail
 GLG-JMA-AA-ZZ-DR-A-00-5005 Rev P04 Mill - Inner Crown Detail
 GLG-JMA-AA-ZZ-DR-A-00-5006 Rev P04 Mill - Typical Inner Detail
 GLG-JMA-AA-ZZ-DR-A-00-5007 Rev P04 Mill - Inner Ground Detail
 GLG-JMA-BB-ZZ-DR-A-00-5000 Rev P03 Facade Study_Block B_Loft - Typical
 GLG-JMA-BB-ZZ-DR-A-00-5001 Rev P04 Facade Study_Block B_Loft - Ground
 GLG-JMA-BB-ZZ-DR-A-00-5002 Rev P05 Facade Study_Block B_Loft - Crown
 GLG-JMA-BB-ZZ-DR-A-00-5003 Rev P04 Facade Study_Corner Block - Ground
 GLG-JMA-BB-ZZ-DR-A-00-5004 Rev P03 Facade Study_Corner Block - Single
 Height
 GLG-JMA-BB-ZZ-DR-A-00-5005 Rev P03 Facade Study_Corner Block - Double
 Height
 GLG-JMA-BB-ZZ-DR-A-00-5006 Rev P04 Facade Study_Corner Block - Penthouse

GLG-JMA-BB-ZZ-DR-A-99-2001 Rev P01 Proposed Signage Location
 GLG-JMA-ZZ-ZZ-DR-A-00-3501 Rev P02 DFA2 One Bed Apartment Compliance
 Study

GLG-JMA-ZZ-ZZ-DR-A-00-3502 Rev P03 DFA2 Two Bed Apartment Compliance Study
 GLG-JMA-ZZ-ZZ-DR-A-00-3503 Rev P02 DFA2 Access Strategy Assessment
 3716 01 Revision H Ground Floor - Masterplan
 3736 01 Rev D Gallery Gardens - Landscape Layout
 3736 02 Rev D Roof Garden - Landscape Layout
 GLG-DEP-00-00-DR-L-001 Rev P06 Gallery Gardens - Block A & B
 GLG-WECE-AA-08-DR-M-0113 Rev T3 Mechanical Services Ventilation Layout Eighth Floor
 GLG-WECE-AA-10-DR-E-0105 Rev T4 Electrical Services Small Power & Communications Layout Block A Tenth Floor
 GLG-WECE-BB-14-DR-M-0214 Rev T2 Mechanical Services Ventilation Layout Block B - 14th Floor
 GLG-WECE-BB-RF-DR-M-0218 Rev T3 Mechanical Services Ventilation Layout Block B - Roof Level

Design & Access Statement reference GLG-JMA-01-ZZ-DAAS-A-00-0001_P04 dated June 2019 by JM Architects;
 Air Quality Assessment reference: 1779-1r2 dated 19 February 2019 by Redmore Environmental;
 An Archaeology Desk-Based Assessment, Assessment of Gallery Gardens/Block A, Greater Manchester, ARS Ltd Report 2017/93 dated July 2017;
 Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police;
 Daylight & Sunlight report by gia Chartered Surveyors dated 10 January 2019;
 Demolition Method Statement by DeTrafford Construction received by the City Council as local planning authority on 22 July 2019;
 Energy & Sustainability Assessment Revision A by Watt Energy & Consulting Engineers dated 30 January 2019;
 Planning & Heritage Statement by Paul Butler Associates dated 21 June 2019;
 Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys dated 2 June 2017;
 Tall Buildings Statement by Paul Butler Associates dated 20 February 2019;
 Wind Engineering Desktop Study 040369 dated 16 November 2018 by BuroHappold Engineering;
 Landscape Strategy Document Rev.E 11.06.2019 by DEP;
 Kitchen Fume Extraction Specification & DEFRA EMAQ Report dated September 2019 by Watt Engineering & Consulting Engineers;
 Noise Impact Assessment REC Reference: AC104022-1R0 dated 7 November 2018 by REC
 Arboricultural Impact Assessment (AIA) July 2017 by Urban Green;
 Bat Roost Assessment (BRA) and Bat Emergence Surveys Rev 3 dated 13 January 2020 by Urban Green;
 Flood Risk Assessment dated 20/02/19 by Civic Engineers;
 Phase 1 Preliminary Risk Assessment Ref: LKC 17 1166 dated 28 July 2017 by LK Consult Ltd;
 Phase 2 Geo-Environmental Investigation, Risk Assessment and Remediation Strategy Ref: LKC 17 1166 dated January 2019 by LK Consult Ltd;
 Waste & Servicing Strategy Ref: VN70851 dated June 2019 by Vectos;

Transport Assessment Rev V03 Reference 65728/TA dated 20 February 2019 by Curtins;
Interim Travel Plan Final Reference: 65728/ITP dated 20 February 2019 by Curtins.

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

3) The demolition of Building 1, as identified in the Bat Survey Map (drawing number Figure C6) in Appendix 3 of the Bat Roost Assessment (BRA) and Bat Emergence Surveys Rev 3 dated 13 January 2020 by Urban Green, shall not commence unless and until the City Council as local planning authority has been provided with either:

- a) Evidence of a licence issued by Natural England pursuant to Regulation 55 of The Conservation of Habitats and Species Regulations 2017 authorizing the specified activity/development to go ahead; or
- b) A statement in writing from the relevant licensing body to the effect that it does not consider that the specified activity/ development will require a licence.

Reason - In order to provide protection to bats, pursuant to Policy EN15 of the Core Strategy.

4) Should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

5) 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.

6) No development shall take place unless and until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works. The works are to be secured through and undertaken in accordance with a Written Scheme of Investigation (WSI) prepared by the appointed archaeological contractor and submitted to Greater Manchester Archaeological Advisory Service for agreement. The WSI shall cover the following:

- a. A phased programme and methodology of investigation and recording that includes:
 - targeted archaeological evaluation through trial trenching;
 - dependent on the evaluation trial trenching above, targeted open area excavation and recording (subject to a separate WSI);
- b. A programme for post investigation assessment to include:
 - analysis of the site investigation records and finds;
 - 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 saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in Section 16, Paragraph 199 of the National Planning Policy Framework.

7) Prior to the commencement of development, details of a local labour agreement that shall demonstrate commitment to recruit local labour for both the construction and operations elements of the development shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases of the development.

The agreement shall include a requirement to report back to the City quarterly during the construction phase on outputs and outcomes.

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

8) Prior to the commencement of development, a detailed construction management plan (CMP) outlining working practices during development shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the CMP shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

Development shall be carried out in accordance with the approved 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).

9) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority. When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

10) Before the development hereby approved commences, full details of electric vehicle charging (EVC) infrastructure (including appropriate cable provision and provision for charging points) shall be submitted to and approved in writing by the City Council as local planning authority. The approved EVC infrastructure shall be put in place before use of the car park commences and shall be retained thereafter.

Reason - In the interests of improving local air quality and providing sustainable development, pursuant to the NPPF and policy DM1 of the Core Strategy.

11) Prior to the commencement of development a programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including details of full sized sample panels, shall be submitted to and approved in writing by the City Council, as local planning authority. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

12) 1. Prior to the commencement of development, a programme for the submission of final details of the public and private realm works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;
- (b) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
- (c) Details of the proposed tree species within the public realm including proposed size, species and planting specification including tree pits and design;
- (d) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (e) Details of the proposed street furniture including seating, bins and lighting;
- (f) Details of any external steps and handrails;
- (g) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;

2. The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

13) Before the development hereby approved commences, full details of the design, including scaled plans, elevations and cross sections, of the roof top office pods, private hire booth and pergolas, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

Reason - In the interests of visual amenity pursuant to policy DM1 of the Core Strategy.

14) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority. In order to avoid/dischage the above drainage condition the following additional information has to be provided:

a. Consideration of green SuDS solution;

b. 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 with the aim of achieving greenfield runoff rate;

c. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonably practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

d. 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;

e. 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 to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

f. Hydraulic calculation of the existing and proposed drainage system;

g. Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Core Strategy.

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

a. Verification report providing photographic evidence of construction as per design drawings;

b. As built construction drawings if different from design construction drawings;

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

16) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

17) Before the development commences, studies containing the following with regard to television reception in the area containing the site shall be submitted to and approved in writing by the City Council as local planning authority.

a) Measure the existing television signal reception within the potential impact areas identified in the Pre-Construction Signal Reception Impact Survey by Astbury Signal Surveys dated 2 June 2017 before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

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

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester and Section 5 of the National Planning Policy Framework.

18) a. The residential accommodation shall be acoustically insulated against noise from Chester Road, Hulme Hall Road and Ellesmere Street, and any other actual or potential sources of noise, in accordance with the Noise Impact Assessment REC Reference: AC104022-1R0 dated 7 November 2018 by REC to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 times);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the above approved acoustic report by REC and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied. Any instances of non-conformity with the above approved acoustic report by REC shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

19) Before any of the commercial uses hereby approved commence, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Upon completion of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

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

20) Before first occupation of the development the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

21) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

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

22) Fumes, vapours and odours shall be extracted and discharged from the A3 or A4 premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences. Any works approved shall be implemented in full before the use commences.

Reason - In the interests of residential amenity, pursuant to policy DM1 of the Core Strategy.

23) The air quality mitigation measures set out in the Air Quality Assessment reference: 1779-1r2 dated 19 February 2019 by Redmore Environmental shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

24) External lighting shall be designed and installed so as to control glare and overspill onto nearby residential properties. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage, which, in the opinion of the City Council as local planning authority, causes detriment to adjoining and nearby residential properties, within fourteen days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

25) The commercial uses hereby approved shall not be occupied unless and until the opening hours of such uses have been agreed in writing by the City Council as local planning authority. Those uses shall thereafter not open outside the approved hours.

Reason - In order that the local planning authority can achieve the objectives both of protecting the amenity of local residents and ensuring a variety of uses at street level in the redeveloped area in accordance with saved policy DC 26 in accordance with the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

26) No loading or unloading shall be carried out on the site outside the hours of:

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00, Sunday/Bank Holiday.

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

27) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement Version B: 21/02/19 reference 2011/0100/CIS/02 by Greater Manchester Police and each building shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

28) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

29) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

30) Facilities for the storage and disposal of waste for the residential (C3) part of the development shall be provided in accordance with the Waste & Servicing Strategy Ref: VN70851 dated June 2019 by Vectos before first occupation of the residential units. The Waste & Servicing Strategy Ref: VN70851 dated June 2019 by Vectos shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

31) The commercial uses (A1, A2, A3, A4, B1 or D2) hereby approved shall not commence unless and until a scheme for the storage (including segregated waste recycling) and disposal of refuse relating to the proposed use has been submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

32) Before the external roof gardens hereby approved are first brought into use a detailed Event Management Strategy, which includes detail of the following, shall be submitted to and agreed in writing by the City Council as Local Planning Authority:

- (a) Details of the types of events that would be held within the space;
- (b) Any temporary traffic measures that would be required to be put in place;
- (d) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- (e) Locations for vehicles including cranes to unload;
- (f) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance; and
- (g) Details of the operating hours of any events.

Any event to take place on the site shall be implemented in accordance with the approved details at all times.

Reason - In the interests of highway safety and amenity 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.

33) Before first occupation of the development hereby approved, a quantitative assessment of the wind environment around the site, which shall detail any necessary wind mitigation measures to ensure the safety and comfort of pedestrians and cyclists in and around the site, shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented before the development is first occupied.

Reason - To ensure that the environs in and around the site are suitable for their intended uses, in the interests of amenity and safety, pursuant to policy DM1 of the Core Strategy.

34) The commercial unit hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the building hereby approved is first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

35) Before first occupation of the development, a Travel Plan, including details of how the plan will be funded, implemented and monitored for effectiveness, shall be submitted to and approved in writing by the City Council as local planning authority. The strategy shall outline procedures and policies that the developer and occupants of the site will adopt to secure the objectives of the overall site's Travel Plan Strategy. Additionally, the strategy shall outline the monitoring procedures and review mechanisms that are to be put in place to ensure that the strategy and its implementation remain effective. The results of the monitoring and review processes shall be submitted in writing to the local planning authority and any measures that are identified that can improve the effectiveness of the Travel Plan Strategy shall be adopted and implemented. The Travel Plan shall be fully implemented, prior to first occupation of the development, and shall be kept in operation at all times thereafter.

Reason - In accordance with the provisions contained within planning policy guidance and in order to promote a choice of means of transport, pursuant to policies T2 and EN16 of the Core Strategy.

36) The apartments (C3) hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in

Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1995, or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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

37) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the roofs.

Reason - In the interest of visual amenity pursuant to policy DM1 of the Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 124302/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
 City Centre Regeneration
 Environment & Operations (Refuse & Sustainability)
 Oliver West (Sustainable Travel)
 Strategic Development Team
 Central Neighbourhood Team
 Housing Strategy Division
 Greater Manchester Police
 United Utilities Water PLC
 Historic England (North West)
 Environment Agency
 Transport For Greater Manchester
 Greater Manchester Archaeological Advisory Service
 Manchester Airport Safeguarding Officer
 National Air Traffic Safety (NATS)
 Greater Manchester Ecology Unit
 Greater Manchester Pedestrians Society
 Britannia Basin Community Forum**

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
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Manchester Airport Safeguarding Officer
National Air Traffic Safety (NATS)
Greater Manchester Ecology Unit
Britannia Basin Community Forum

Relevant Contact Officer : Lucy Harrison
Telephone number : 0161 234 5795
Email : l.harrison1@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
125654/FO/2019	5th Dec 2019	13th Feb 2020	Hulme Ward

Proposal Erection of a nine-storey purpose built student accommodation building comprising 62 units and associated landscape and highway works, following demolition of existing structures

Location Former Church Inn, 84 Cambridge Street, Manchester, M15 6BP

Applicant Alumno Student (Manchester) Ltd, 2nd Floor, 10 Frith Street, London, W1D 3JF

Agent Mrs Anna Relph, Turley, Tenth Floor, 1 New York Street, Manchester, M1 4HD

Description

The site lies on the west side of Cambridge Street in Hulme, just north of the junction with Cavendish Street and to the south of the Mancunian Way. The site is viewed in the context of the Mancunian Way and Manchester City Centre when approaching Manchester from the south.

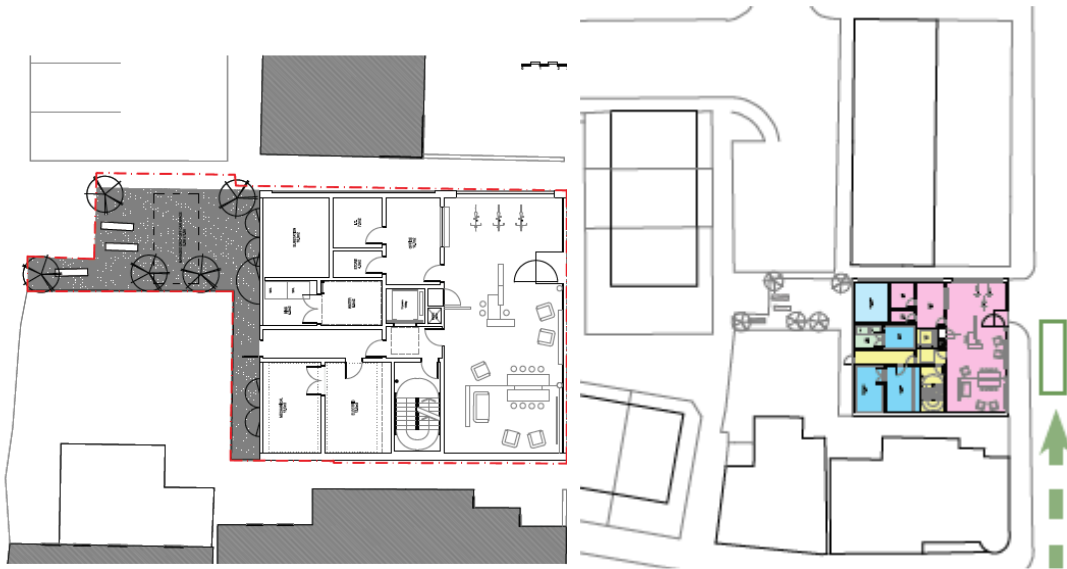
The site measuring 0.3 hectares comprises a vacant public house known as the Church Inn, the pub closed in March 2016. The site is bounded by student accommodation blocks immediately to the north (Cambridge House) and south (Manchester House), Cambridge Street to the east with Manchester Metropolitan University student accommodation and facilities on the opposite side of the street. To the west lies a housing estate managed by One Manchester, the site immediately adjoins the turning head to Bristle Street and lies in close proximity to property on Elmdale Walk and Dalesman Walk.

The proposal comprises the demolition of the Church Inn and redevelopment of the site to create a nine-storey purpose built student accommodation building comprising 62 units and associated landscape and highway works.

A total of 62 student rooms would be provided within the development, arranged into studios (4 of which would be designed for disabled students) with en-suite facilities. The development would provide a communal area in the form of a reception, common lounge laundry facilities, with office to the rear, cycle storage for 12 cycles (a Brompton Dock offering a further 8 spaces will be located on campus, location to be determined.) There would be an electricity substation incorporated to the west of the ground floor, alongside the refuse store, rooms for services and mechanical plant.

The proposed building would occupy the width of the site with the main entrance facing Cambridge Street. It would occupy the unadopted highway known as Brindle Street that sits immediately to the north of the existing Church Inn building to accommodate the building (the applicant is in the process of acquiring this land). The

development no longer projects beyond the rear building line of the student accommodation blocks to the north and south and provides a landscaped open area with benches used as an amenity space for students and residents alike. A car parking space for drop off is shown within this space to be used at restricted times within the year to manage the movement of students to and from the premises. There are two category B trees (a Wild Cherry and a Grey Elder) to the rear boundary of the site with Elmdale Walk that would be removed as a result of the development proposals. The landscape proposal shows that the trees to be removed would be replaced with five 4 metre high trees.



(Site Context)



(3D Visualisations)

History

This application follows on from the submission of a previous application for the erection of a twelve-storey purpose built student accommodation building with three

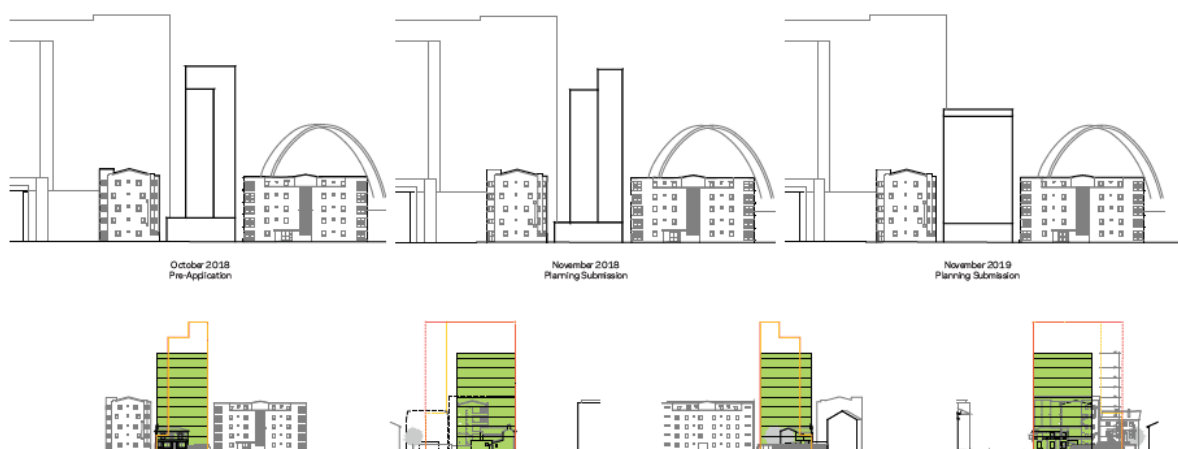
storey element to rear comprising 82 units with roof top terrace and associated landscape and highway works, following demolition of existing structures under reference 121857/FO/2018.

At the Planning and Highways Committee meeting on 14 March 2019, members resolved to defer determination of this application in order to undertake a site visit before making a decision. A site visit was undertaken on the 11th April 2019, at the committee meeting which also sat on the 11th April 2019, Members were minded to refuse the application due to concerns expressed regarding the negative impact of the proposed development on neighbouring properties resulting in a loss of amenity, overlooking and reduction in daylight. The application was therefore deferred and the Director of Planning asked to bring a report which addresses the concerns raised and potential reasons for refusal.

Following committee on the 11th April 2019 the applicant sought to review the scheme with a view to making changes to address the concerns that had been expressed at Planning and Highways Committee. Revised plans were received in June 2019 and a further notification was undertaken on the basis of the revised drawings.

The alterations to the scheme at that time comprised a reduction in the height of the rear element of the building by nine storeys from twelve storeys to three storeys and a consequent reduction in the number of units from 97 units to 82 units.

At the Planning and Highways Committee meeting on the 22nd August 2019, the Committee resolved it was minded to refuse the application due to the negative impact of the proposed development on the character of the area by virtue of the height of the development proposal, the impact upon residential amenity with regards to the development proposals having an overbearing impact that would result in a loss of light to neighbouring property and with regards to the impact of servicing (noise disturbance) from Chevriil Close having an impact upon residential amenity. The Director of Planning was asked to bring a report which provided potential reasons for refusal. The applicant withdrew the application prior to determination.



Height reduction from previous scheme (pre-application, planning, revised planning and comparison between scheme now submitted and that withdrawn)

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. 378 letters of notification were sent out.

9 letters of objections have been received in relation to this application on the grounds that:

- The development proposed will overshadow, be overbearing to and overlook long term resident's accommodation including elderly people, removing light and air.
- Corporate business taking over a residential area. No more student accommodation in Hulme as we are inundated and the whole area is now operated by MMU. Noise, litter (rats) and increased risk of crime associated with students.
- Very disappointing that no attempt made to incorporate at least tiled frontage of existing Church Inn in to the new development or indeed to keep the complete building. The development will be bland and characterless.
- The rear designated as "Managed drop-off space" is an area of land which I claim title to and which is in my exclusive occupation. Without this area the development is impractical as access to the building would virtually be restricted to pedestrian access not only for the large number of transient student occupiers but also for service providers and emergency services. If approved conditions should be included that no works shall commence until means of access have been secured.
- The development - like the previous one, completely ignores the Urban Design Code whereby corners of urban blocks are meant to have the highest structures; this dwarfs both the corner block and adjacent block by 4 storeys. It is inappropriate in scale.
- The design is impressively uglier than it was before.

1 letter of support has been received on the grounds that:

Disused buildings are an eyesore and a useless waste of land. There's plenty of student buildings already around so it's not like anything would really be changing. May as well make use of it and bring something useful.

The applicant employed a company to canvass residents during the notification period associated with the planning application. A document was provided to the local planning authority following this canvassing with expressions of support from 36 local residents on the grounds that:

- It is good to have dedicated student accommodation instead of HMO's
- It reuses the land
- Happy with height
- Like the design of the proposals
- Landscaping welcomed
- Improvement over previous scheme

- Reduce anti-social behaviour on the site, support CCTV, like on site management and security
- Supportive of community benefit fund
- Anything that attracts students is good for Manchester

Campaign for Real Ale

Trafford & Hulme branch of the Campaign for Real Ale (CAMRA) object to the revised application. It will involve the loss of a public house in an area that has already suffered numerous closures, leaving just a handful of pubs in the Hulme area. It does not accept the assertion in Council Officer report to Planning & Highways Committee on 22 August 2019 that sufficient alternative provision is available in the city centre. This is a considerable walk away and for local people, and involves bars and pubs serving a very different market.

The branch also maintains its position in relation to the interesting main façade, representing the last vestige of the Edwardian era in an area that has undergone extensive redevelopment over many decades.

As a final point, the Branch is disappointed with the analysis and interpretation of the feasibility report prepared by Jenics, as set out in the Council Officer report to Planning & Highways Committee on 22 August 2019. Significantly, the report admits that there is no evidence of active marketing of the pub nor is there any clarity of the operating model on which any profit and loss would be assessed. Regardless of the statement from J.W. Lee's regarding its approach to its pubs there is no evidence that any serious attempt has been made to consider this building's future as a public house. Again, I would urge the Council to apply CAMRA's viability test as previously supplied. Without this, there is a danger that planning decisions will be guided by what is the most profitable use and not necessarily by what are still viable uses; viable uses that also provide community benefits not easily measured in profit and loss terms.

Highway Services

CONTEXT - The site is located adjacent to the adopted highway Higher Cambridge Street and is bound by Brindle Street (unadopted) to the north and by Cavendish Street to the south.

TRIP GENERATION AND JUNCTION CAPACITY - It is accepted that the proposed development is likely to generate only a negligible increase in traffic accumulation, given the car-free nature of the development. As such, any slight increase in trips can be absorbed on the existing network with no significant implications. The TS indicates that in comparison to the former public house use, the proposed development is anticipated to have a total two-way trip generation of 1 vehicular movement during the PM peak hour and a total daily flow of 9 vehicles, with a significant reduction (-121) vehicle trips across the day.

SITE ACCESSIBILITY - The site is in a highly sustainable city centre location with a high level of public transport provision including city centre shuttle buses, high frequency local bus services, national coaches, Metrolink trams and local, regional and national train services. Accident data has been considered which indicates no significant highway safety concerns within the site's vicinity.

OFF-SITE HIGHWAYS WORKS - All amendments to the adopted highway will be subject to a Section 278 Agreement. It is recommended that the works detailed below are conditioned and attached to any future consent.

FOOTWAY IMPROVEMENTS: Highways would recommend that the footway across the perimeter of the site are resurfaced as part of the development. TRO amendments to introduce a Disabled bay and relocate an existing Resident Parking bay.

PARKING - It is understood from the application and supporting documentation that this development will be car free, therefore there will be no on site provision offered. Given the nature of this development, low levels of vehicle ownership are anticipated and given its accessible location, this is deemed to be acceptable to the Highways Team. It is recommended that the operator monitors demand for potential leased parking with nearby operators as part of the Travel Planning Strategy. Car Club provision has been referenced within a walkable radius of the site, the use of which should be fully promoted through a Travel Plan.

Disabled Parking - The inclusion of one disabled bay on-street is considered appropriate for the scale of the development.

Chevriil Close currently offers 16 Resident Parking bays (underpinned by associated TRO) in an echelon arrangement to the northern side of the carriageway. In principle, Highways accept the proposed addition of a disabled bay in this location, to replace an existing RP bay. The existing RP bay should be relocated on Wilmott Street. Should this not be achievable, it should be noted that any lost bays will be subject to commuted sums.

CYCLE PARKING - 12 cycle spaces are proposed within a secure and sheltered location, equating to a provision of 19% on site. A further 8 spaces are proposed off-site (location to be confirmed) therefore proposing a collective provision of 32%. Highways would recommend that a minimum 30% provision of on-site cycle storage is provided to promote the use of cycling as a mode choice. Therefore, the on-site storage should be increased to at least 19 spaces. Furthermore, Highways would recommend that the uptake of cycle parking facilities is regularly monitored as part of Travel Planning strategies, with cycling accommodation further increased when 80% capacity is reached.

REFUSE AND SERVICING - Highways are satisfied that all servicing requirements for the site, including both refuse collection and ad-hoc home deliveries, can be agreed via a Servicing Management Strategy condition to be attached to any future consent of the application, in order to maintain efficiency of the highway network.

CONSTRUCTION MANAGEMENT - A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

TEMPORARY HIGHWAYS WORKS - The applicant is advised that access arrangements and any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will require discussion and agreement with MCC Highways.

TRAVEL PLAN - A framework Travel Plan has been prepared which sets out a list of potential measures that could be implemented to influence modal choice, and a management strategy for producing a full Travel Plan in the future.

A number of sustainable travel initiatives are proposed to encourage against reliance on car travel to access the development. It is important to influence travel patterns at the beginning of occupation. If the Travel Plan is to be successful, it will be dependent on establishing a culture of sustainable travel behaviour at the outset, rather than on changing already established travel practices. The success of the travel plan measures will depend on their effective delivery and commitment from the occupiers and therefore robust arrangements for the implementation and running of the Travel plan need to be included from the outset, in the plan itself, including:

- A travel plan budget and resources for the day to day implementation and management of travel plan measures.
- Appropriate management structures.
- Detailed timeframes for delivery.
- Travel plan handover arrangements when developer responsibility ceases.
- Target and monitoring arrangements.

Should the application be approved, it is suggested that further development, submission, implementation and monitoring of the Travel Plan be attached as conditions of any planning consent.

SUGGESTED CONDITIONS - Off-site Highways Works, Cycle Storage, Servicing Management Strategy, Student Management Plan (Enrolment periods), Pick-up/ Drop off Strategy, Construction Management Plan, Travel Plan.

MCC Flood Risk Management

Conditions are recommended relating to surface water and maintenance of a sustainable urban drainage scheme.

Environmental Health

Recommend conditions relating to construction management, external equipment and contaminated land. Environmental Health have assessed the information with regards to lighting, acoustic insulation, refuse and air quality that has been submitted to accompany the application and consider it to be acceptable subject to conditions.

Greater Manchester Police

Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement should be added.

Greater Manchester Ecological Unit

Recommend a condition requiring Biodiversity Enhancement Measures as set out in the submitted Ecological Assessment.

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, EN1, EN2, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12.

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 EN1 - Design Principles and Strategic Character Areas. The site currently has a building on site with a façade that has historic architectural features. However, the building lies empty and has no remaining historical features internally. The building currently has a negative impact and there is an opportunity to enhance the area. The proposal involves a good quality design, and would enhance the character of the area and the overall image of Manchester. The design responds positively at street level. The positive aspects of the design are discussed in more detail below.

Policy EN 2 - Tall Buildings. The proposed development would have a high standard of design quality, be appropriately located within the site, contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits.

Policy EN3 – Heritage. The proposal would have an impact on a non-designated heritage asset. 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 EN6 - Target Framework for CO2 reductions from low or zero carbon energy supplies. The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 - Adaptation to Climate Change. The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 - Green Infrastructure. The development includes tree planting and landscaping.

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

Policy EN15 - Biodiversity and Geological Conservation. The redevelopment would have an acceptable impact upon possible roosting bats and breeding birds on the site subject to conditions.

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

Policy EN17 - Water Quality. The development would not have an adverse impact on water quality. Surface water run-off and grounds water contamination would be minimised.

Policy EN18 - Contaminated Land and Ground Stability. A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 – Waste. The development would be consistent with the principles of waste hierarchy. In addition, the application is accompanied by a Waste Management Strategy.

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

Policy T2 - Accessible Areas of Opportunity and Need. The 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.

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

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the street scene either from the proposed development itself or when combined with existing accommodation.
7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a

University, or another provider of higher education, for the supply of all or some of the bed spaces.

10. Applicants / developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

The proposals are in accordance with this policy and this is discussed in detail below.

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

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.

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

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

National Planning Policy Framework

The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The NPPF was revised in February 2019 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 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 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.

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.

Oxford Road Strategic Spatial Framework

This Strategic Spatial Framework adopted in March 2018 can be used to guide decision-making on planning applications.

At figure 2 the site is identified as a site for increased density opportunity.

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

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

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

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

Principle of student accommodation

The application site is unallocated previously developed land, located within a sustainable location characterised by a range of types and sizes of residential accommodation and is immediately adjoining Manchester Metropolitan University and its Halls of Residence.



(Photograph of site as existing)

The proposed development is therefore well connected to and in close proximity to the University Campus and would satisfy the requirements of point 1 of Policy H12.

This development would be energy efficient and achieve BREEAM very good. It is considered therefore that the proposal would meet the requirements of point 2 of Policy H12.

The principle of a high density development has been established by the Oxford Road Strategic Spatial Framework. The site is highly sustainable and close to a wide variety of amenities and services, as well as public transport. The target population is expected to have zero levels of car ownership. Along with the provision of cycle parking and a Travel Plan, it is expected, therefore, that the proposal would not result in an increase in on-street parking in the surrounding area. It is considered therefore that the proposal would meet the requirements of point 3 of Policy H12.

The site lies on a key gateway route from the south into the City Centre. Although the site is in part occupied by a former public house of some local value, it generally creates a poor quality built environment and has raised issues of crime and safety. The redevelopment of the site would have a hugely beneficial impact on the area,

improve the perception of the City at a key location and improve the vitality and safety of the surrounding streets. It is considered therefore that the proposal would meet the requirements of point 4 of Policy H12.

A condition should require compliance with the Crime Impact Statement and Secured by Design accreditation. It is considered therefore that the proposal would meet the requirements of point 5 of Policy H12.

The applicant is an established provider of purpose built student accommodation with an understanding of how to appropriately integrate such developments into existing urban areas. A detailed Management Strategy accompanies the application controlling the management and operation of the development. The development would be subject to appropriate acoustic insulation levels. It is considered therefore that the proposal would meet the requirements of point 6 of Policy H12.

There are no listed buildings in the vicinity of the site. The Church Inn building on the site proposed to be demolished, is of some local value. Although it retains limited features of interest to the façade there is very little in terms of any interior features of historic value retained. The building in its current disused state that is an attractor for anti-social behaviour and does not contribute positively to the street scene or to the character of the local area. Therefore, point 7 of Policy H12 is considered to be complied with.

Waste would be stored at ground level in an accessible store. A waste collection service would remove waste from the site twice a week. It is considered therefore that the proposal would meet the requirements of point 8 of Policy H12.

Alumno have demonstrated in their supporting information that there is a need for additional student accommodation, the development would be in the immediate vicinity of the Manchester Metropolitan University campus. Commercial negotiations between MMU and the applicant are ongoing and there is potential for MMU to take a long lease on the building. If agreed, the building would be managed as part of MMU's wider residential portfolio, including 24/7 staffing and security. It is considered that point 9 of policy H12 is satisfied. An email from Manchester Metropolitan University was supplied by the applicant in relation to the previous application stating they are very supportive of Alumno's proposals.

In terms of the deliverability of the scheme, Alumno have provided supporting information and have supplied credentials. It is considered that the proposal would meet the requirements of point 10 of Policy H12.

The need for student accommodation

The supporting Study of Needs documentation with this application states that according to the evidence, there is a gap in the provision of bed spaces in Manchester.

This application seeks to accommodate 62 bed spaces and based on the supporting information, there is an established need for this type of purpose built student accommodation.

Therefore, subject to consideration of the detailed matters set out below the principle for the redevelopment of previously developed land for student accommodation is considered to be acceptable.

Consultation

The application is accompanied by a Planning Statement and Statement of Community Engagement that sets out that a programme of consultation with the wider community began in November 2019 in relation to this submission, including a public exhibition which people were invited to by a leaflet drop attended by 53 residents. 50 attendants left feedback that was supportive about the reduction in the height of the building.

The City Council have notified individual properties directly affected by the proposals.

The applicant employed a company to canvass residents during the notification period associated with the planning application. A document was provided to the local planning authority following this canvassing with expressions of support from 36 local residents

Tall Buildings Assessment

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

Height and Scale

The development proposal would comprise a 9 storey building measuring c.30m in height. Following concerns expressed in relation to the previously submitted application about the impact of the proposed building upon the amenity of neighbouring property, the building has been reduced in height by c.8.8m and the footprint (particularly with regards to depth) of the building has decreased.

The site currently accommodates a two storey public house, which in the context of surrounding buildings is largely conspicuous. The student accommodation blocks to the south and north are five storey in height. The halls of residence to the east are four storey with five storey features. To the west the social housing units and the rear of the Best One premises fronting Cavendish Street are three storey in height. Views to the north are dominated by the Mancunian Way and the eight storey Manchester Metropolitan University Business School Building



(Views of the proposed development from Cambridge Street towards the City Centre)

To the south stands the Crowne Plaza, a 19 story building located on Booth Street West and to the west the residential Hornchurch Court stands at 15 storeys. Planning permission has also recently been approved for the construction of a part 6, part 11 and part 16 storey building comprising 491 student bed spaces (application 120896/FO/2018) on Stretford Road (Birley Fields Plot E) approximately 160 m to the west of the site.

The site has been identified as a site for high density development in the Oxford Road Strategic Spatial Framework. It is considered that the development proposals are acceptable in urban design terms having regard to the context of the buildings of varying heights in the skyline associated with the Inner Ring Road, the City Centre and the Oxford Road Corridor.

In addition, the revised National Planning Policy Framework at (paragraph 123) sets out that where there is an existing shortage of land for meeting identified housing needs it is especially important that planning policies and decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

The design of the building focusses on high quality materials in the form of a robust material palette of a large concrete frame at ground floor with a large glazed frontage with concrete framing, textured black brickwork panels and windows framed by a gold tone aluminium above. The building would be capped with a concrete parapet with the words Church Inn imprinted into the concrete on all four elevations.

It is considered that the design of the proposed development is complimentary to the immediate local context whilst providing a building of good architectural quality, providing a landmark building in a prominent gateway location in accordance with policy.

Loss of Public House

A number of the responses received in relation to the application (including the Campaign for Real Ale) relate to the loss of the Church Inn Public House on site. The premises has not operated as a Public House since March 2016 when it was the subject of a violent armed robbery.

It is recognised that public houses can make a valuable contribution to a community. They have traditionally been of intrinsic value to British life and in this case, Manchester culture. Many are steeped in history, forming part of local social and cultural heritage. Often they form an essential part of an area's daytime and evening economy.

It is therefore important that there is an understanding of any heritage, economic, social or cultural value to local community, associated with a public house and if they contribute to wider daytime/evening economic objectives as part of the planning process.

In the case of the Church Inn Public House, the premises is not listed by the Council as a 'community asset'. It is understood further that the premises ceased trading in 2016 and has been closed ever since.

Whilst it is believed the building was initially marketed for reoccupation, no interest was forthcoming and realistically, the building is highly unlikely to be reoccupied for its original use. The building is situated on the edge of the city centre, where a plethora of public houses and bars are present. A feasibility report to this effect has been submitted to accompany the planning application.

The applicant also provided a letter from J.W. Lees with further detail with regards to the viability of the operation of a pub on the site. The letter states that J.W. Lees only ever sells pubs that they feel are no longer viable as pubs. They state that they go beyond 'best endeavours' to keep pubs open. They confirm that in 2009/2010 they invested in The Church with a small £23,798 scheme to give it a sparkle/makeover.

They state that this did not revitalise the pub and in the following five years its annual barrelage fell from 127 to 81 to 33 to 42 to 44 in 2015/2016. To put this in perspective 44 barrels means that the pub was only selling 243 pints per week which is not sustainable. They consider that a pub needs an annual barrelage of 150 barrels per annum to be viable. Following an incident of extreme violence in 2013/14 the pub never recovered and when they received notice from the tenant they reluctantly put it up for sale by auction since they did not consider that it would be responsible to let the pub to a new tenant.

There has since been no interest in reopening the public house.

In light of the above, it is not believed that the loss of the public house is in itself a reason not to grant planning permission.

The Heritage of the Public House

The application is accompanied by a Heritage Assessment. The building was constructed in the c.1820's as a dwelling and was converted to a Public House in 1852. The principal elevation was replaced in 1900, hence the terracotta high level sign stating Church Inn 1900. A two storey extension to the rear was added in 1986. A single storey extension was added in 2007. The findings of the report are that the building frontage had some aesthetic value of local interest but did not meet the criteria for statutory listing.



(Front Elevation)



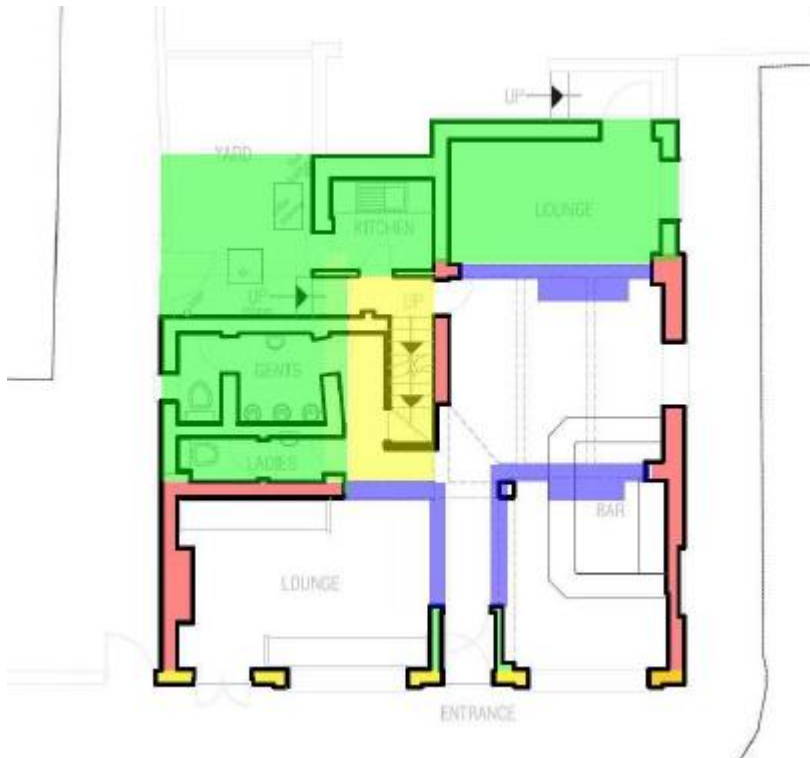
(Side Elevation from Brindle Street)



(Building from Rear)

(Side Elevation)

The internal ground floor layout of the building has been significantly altered. Whilst some features have been retained such as a tiled floor within the ground floor, most features of any historic nature have been removed.



(The ground floor plan dating to 2009 showing the c. 1825 parts shaded red, the former positions of original walls and chimney breasts shaded blue (now removed), the 1900 alterations shaded yellow, and modern extensions shaded green. This plan illustrates the substantial internal alterations that have taken place to the building.)



(Photos of the Ground Floor Bar)



(Photos of first floor accommodation)

Whilst it is acknowledged that the building may have some local value, the pub has been extensively altered both internally and externally over the years which has significantly undermined any original architectural quality or historic value of the building

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.

The loss of the building which is not within a Conservation Area and does not meet the criteria for statutory listing, has been balanced against both its remaining value but also importantly the benefits and merits of the scheme. In this instance the loss of the building would facilitate redevelopment that would offer public benefits by leading to environmental improvements, increased vibrancy and vitality to the street scene and create direct and indirect employment through the operation of student accommodation and via the construction of the proposed replacement building has been assessed in line with guidance within the NPPF as being acceptable.

The applicant has stated that a feature installation of a model of the Church Inn will be kept in the reception area, this is depicted on visuals submitted, a condition

requiring that this is adhered to is attached. Reference has also been made to the reuse of elements of the existing façade within public seating and art works. Further details are to be required by condition.

Residential Amenity

The height of any building is itself unlikely to be an issue unless this generated material harm. A potential impact could be loss of light and / or overshadowing.

Loss of Light

Concerns were raised in relation to the original proposal with regards to loss of light to existing properties, in order to address this the applicant revised the scheme.

A daylight / sunlight study has also been submitted to accompany the revised scheme.

The daylight / sunlight assessment undertaken predicts the impact of the proposal on individual windows against the standards set out in the BRE Guide to Good Practice – Site layout Planning for Daylight and Sunlight Second Edition BRE Guide 2011.

This is a technical assessment and best practice for applications where there are potential impacts on 'light' to neighbouring properties.

The submitted daylight / sunlight study had used the following method to assess the impact on the surrounding properties:

Daylight

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

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

The BRE Guide recognizes that different targets may be appropriate, depending on factors such as location. The achievement of at least 27% can be wholly unrealistic in the context of high density locations as this measure is based upon a suburban type environment (equivalent to the light available over two storey houses across a suburban street). It should be noted that the VSC level diminishes rapidly as building heights increase relative to the distance of separation. Within high density locations the corresponding ratio for building heights relative to distances of separation is frequently much greater than this.

The assessment in this application had assumed layouts for rooms in surrounding properties where it has not been possible to obtain the room layouts.

The study now submitted has also undertaken a Radiance analysis of the daylight to the kitchens in 2 – 12 Elmdale Walk. This analysis considers reflected daylight, not just direct skylight, and gives a more accurate representation of the retained light levels.

Sunlight

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

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

Overshadowing

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

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

Impact on each neighbouring development is set out below:

Cambridge House

There are 15 windows identified as being potentially affected at the student accommodation at Cambridge House. 5 bedrooms and 5 living kitchen diners facing Cambridge Street and 5 secondary side windows to the living kitchen diners set on the corner of the building facing towards the development. The VSC results show that all five bedroom windows would comply with BRE guidelines. The windows to the living kitchen diners would retain c. 70% of their former value. The windows facing Cambridge Street would still receive an appropriate level of daylight /sunlight having regards to the BRE guidance.

The development would see a reduction in the VSC of the side facing secondary windows to the living kitchen diners at Cambridge House beyond the BRE guidance, however, these are secondary windows to the kitchen living diners which have generously sized dual aspect windows. These windows are to the communal areas of Student Accommodation, which forms temporary accommodation rather than a permanent place of residence.

Cambridge North Hall

The student accommodation is located to the east of the proposed development across Cambridge Street East.

82 windows tested for the vertical sky component, 54 (66%) would meet the BRE guidance with minor losses to 22 windows (a reduction of 20-29.99%) and moderate losses (a reduction of between 30 and 39.99%) to six windows. Sunlight to 78 windows was tested of which 73 (94%) would meet the BRE guidance for annual probable sunlight hours and 71 (91%) would meet the BRE guidance for winter sunlight hours

The affected windows predominately serve student bedrooms where the requirement for natural light is less in comparison to permanent residents. This is because the students occupying these rooms are transient and usually occupy rooms for a maximum of nine months. In addition, students typically follow living patterns that differ from that of a more traditional dwelling.



Cambridge South Hall

The student accommodation is located to the south-east of the proposed development. Analysis shows that all windows tested comply with the BRE Report guidelines for both daylight and sunlight amenity.



Opal Hall, Cavendish Street

The student accommodation is located to the south of the proposed development. The windows facing the development all appear to serve bedrooms. VSC results show that all windows tested comply with the BRE Report guidelines for both daylight amenity. None of the windows facing the development are orientated in a southerly direction and therefore sunlight amenity has not been assessed.

Manchester House, Cavendish Street

Manchester House is student accommodation which sits immediately to the south of the development site.

There are 20 bedroom windows to the student accommodation at Manchester House that were assessed for impact (10 facing Cambridge Street and 10 facing north towards the development site). With regards to daylight 5 out of the 20 windows would comply with the BRE report guidelines for daylight amenity. The fifteen remaining windows retain between 40% and 76% of the VSC.

The daylight / sunlight report investigates how much of a VSC would remain if a development identical (same height/size/distance from the shared boundary) to the building at Manchester House were in place on the development site. The figures show the windows at Manchester House receiving a comparable VSC due to the proximity of the development proposals to the shared boundary.

The affected habitable windows serve student bedrooms where the requirement for natural light is less in comparison to permanent residents. This is because the students occupying these rooms are transient and usually occupy rooms for a maximum of nine months. In addition, students typically follow living patterns that differ from that of a more traditional dwelling.

In terms of sunlight, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.



44 Cavendish Street

This property is located to the south west of the proposed development. The property accommodates three flats on the upper floors, served in parts by windows on the rear elevation facing the development site. The living rooms to these flats overlook Cavendish Street and are unaffected. The VSC analysis shows that two windows, serving two bedrooms would have a 70% of their former VSC, rather than 80%. It is, however, considered that the retained VSC figures are consistent with an urban environment.

The daylight distribution results show that one second floor kitchen would fall marginally below BRE guidelines at 77% of the former value.

In terms of sunlight, again, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.

The conclusion of the assessment is that only two windows at 44 Cavendish Street would be impacted by the development in terms of loss of light. This is to the 2 habitable windows on the rear of the building. On balance and given the limited impact overall it is not considered this would warrant a reason for refusal, particularly given the other significant benefits of the scheme.



2 – 12 Elmdale Walk

These flats are immediately west of the proposed development. The assessment found that the kitchens windows to 2, 4, 6 and 8 Elmdale Walk will all comply with the VSC and daylight distribution analysis. The kitchen windows to 10 and 12 Elmdale Walk would have retained daylight amenity that are commensurate with an urban location and that the Radiance analysis shows that daylight within most of the kitchens will not be materially affected by the development proposals.

In terms of sunlight, none of the windows analysed are orientated within 90 degrees of due south and as such do not require assessment with regards to the BRE guidance.



With regards to an assessment of overshadowing of private gardens and communal amenity areas results show that all areas would full comply with the BRE Report guidelines for sunlight amenity, receiving well in excess of 2 hours direct sunlight to at least 50% of their areas on March 21st.

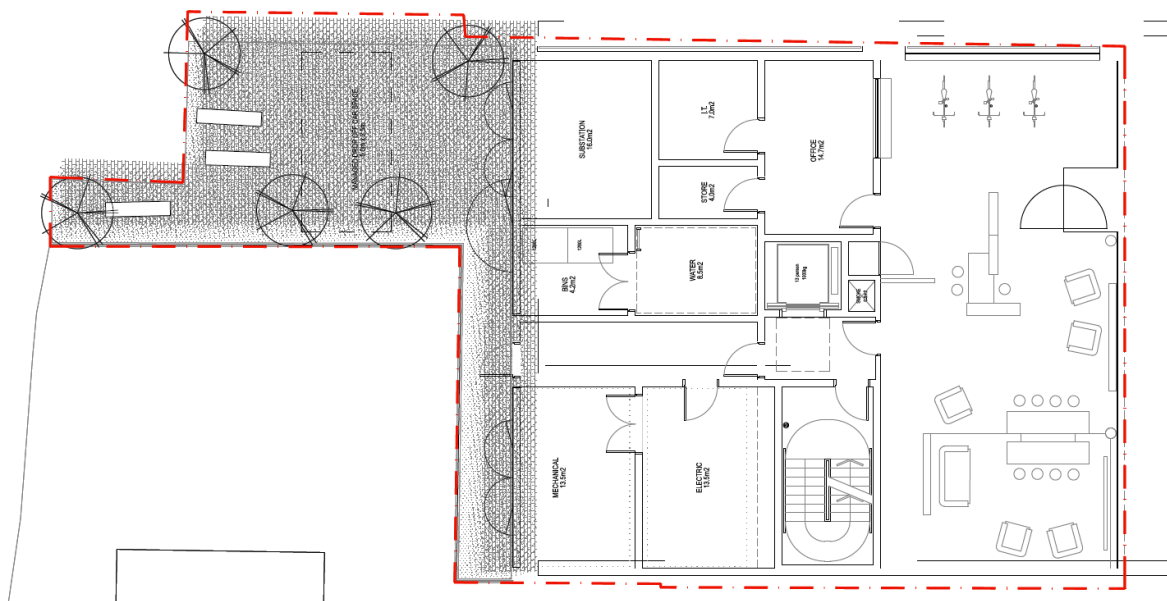
Light to windows to Manchester House, 44 Cavendish Street and less so at Cambridge House and at 2 – 12 Elmdale Walk would be affected by the development proposals, however, the loss of daylight to student accommodation and to four windows to the flats, beyond that set out in the BRE guidance. This is not considered, having regard to all other matters to be sufficient to refuse planning permission, this includes the overall benefits of developing the site and the regeneration benefits for the local area.

It is also recognised that this site is not within a traditional suburban location; its context being more urban with higher density development and of a tighter knit grain. The BRE guidance advocates flexibility in such situations, it is considered the relationship to surrounding developments responds to its location and particular characteristics.

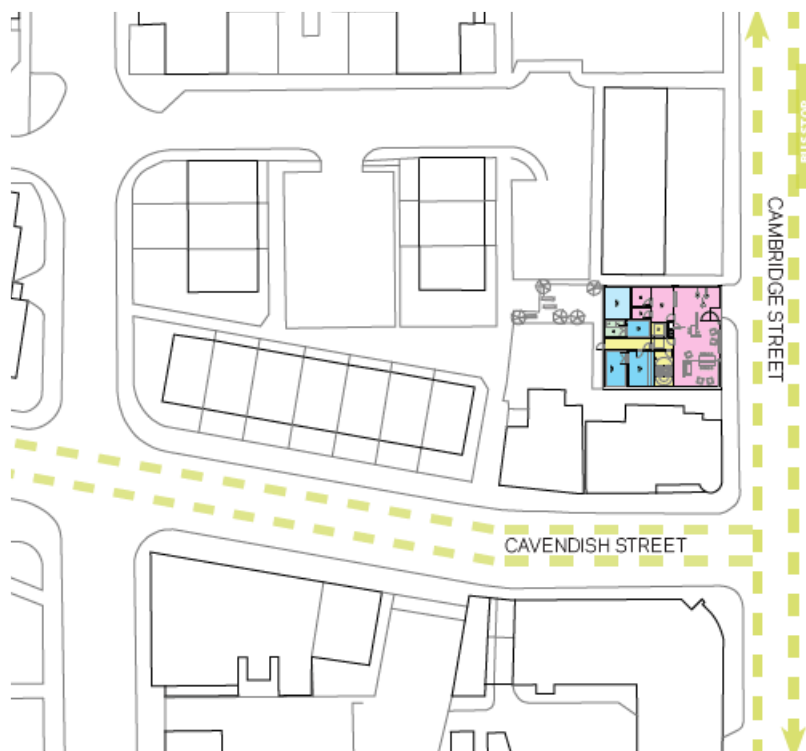
Loss of privacy

The community statement submitted to accompany the application states that the Alumno Group recognised that respondents to previous pre-planning consultations were concerned that adjacent properties could be overlooked by the proposed building on the site of the Church Inn. This was also cited in the objections to the previously submitted schemes.

The applicant states that the building has been designed in a sensitive manner to ensure that no properties would be directly overlooked.



The first floor plan included above shows the relationship of the building to the site boundaries. The second plan below also shows the proposal in a wider context.



The ground floor window to the north overlooks the existing alleyway that provides pedestrian access to Dalesman Walk. Cambridge House which has windows that face toward the development proposal. The side windows are shown on plan to be full height and opaque with transparent slot windows visible between concrete louvres. There are some corner windows to communal spaces. The window above ground floor should therefore be wholly opaque.

The windows to the west elevation to the rear would be c.16.8m separation distance from the three storey flats, which is an identical distance from the existing student accommodation (as the proposal is in line with the neighbouring student accommodation at Cambridge House), preventing any undue overlooking.

The amenity space to the side of 2 – 12 Elmdale Walk is currently overlooked by existing windows within Manchester House and to 44 Cavendish Street. There would be additional overlooking of the garden space, however it is not considered that the view from windows proposed would cause such an undue impact as to warrant a reason for refusal in this particular context.

With regard to windows on the south elevation (facing Manchester House) these would be to a stair circulation core and would overlook the external wall of Manchester House which has ten windows to the westernmost part of the elevation separated by c. 5m. The windows are shown on plan to be full height and opaque with transparent slot windows visible between concrete louvres. A condition shall be put in place to require that these windows are wholly opaque.

Whilst the proposed building would be close to surrounding property, the siting and layout provides an acceptable arrangement. The privacy distances provided in this

city fringe context, the response of the building proposed to the heights of the buildings surrounding, and the orientation of each element of the development is considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy.

Policy EN1 of the Core Strategy states that opportunities for good design, that enhances the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

Overall, the development proposed would deliver a high quality building which has a clear contextual link to the Regional Centre, providing significant regeneration benefits.

Building Management

The application is accompanied by a detailed Management Plan. The applicant works alongside a facilities management company who have other student housing development in Manchester. There would be an on-site point of contact for 24 hours a day. The applicant states that the management company would have robust procedures in place to manage student behaviour. They reiterate that students will not be allowed to bring to the site or park locally (with the exception of students requiring accessible accommodation). During the move in / move out process over two weekends in the academic year arrivals will be staggered and additional staff will be employed to minimise disruption, further details of this will be required by condition. Tenancy agreement will have regards to noise and anti-social behaviour. There will be rules and regulations relating to the property, local neighbourhood consideration, parking rules and enforcement measures. Should there be any serious incidents, ongoing or repeated complaints received from local residents about a student, the student will be treated as having a serious breach of the tenancy agreement which in turn will trigger the landlord to make an application to the court for possession of the accommodation.

Servicing

The applicant initially proposed to service the building and have waste collection from Cambridge Street during the evening hours. This raised some concern with regards to impact on the highway network.

An alternative arrangement of servicing and waste collection from Chervil Close to the west was suggested to ensure the safe operation of the highway. Both parties agree that deliveries can be directed to Chervil Close.

A twice weekly collection of bins and the servicing of the building from this location is unlikely to have an unduly adverse impact upon residential amenity.

The applicant still wishes to take some servicing from Cambridge Street. A condition recommending a servicing agreement is recommended.

Construction Disturbance

Disturbance associated with redevelopment of the site and in relation to the location of the storage of materials during construction which would be addressed as part of the Construction Management Plan condition.

Trees, Landscaping and Public Realm

Two category B trees (a Wild Cherry and Grey Elder) to the rear of the site near Elmdale Walk would be lost as a result of the development. Compensation should be sought for any tree losses. The arboricultural report submitted to accompany the application recommends mitigation for the loss of the trees in the form of tree planting. Plans now received include 5 trees to the rear. A condition requiring greater detail of the landscaping proposals for the rear amenity space is required, this should include detailed designs of the seating proposed which should be designed to be age-friendly.

Ecology

An ecological assessment of the site has been undertaken by suitably qualified consultants and was to appropriate standards. No ecological issues have been identified, however, Greater Manchester Ecology Unit recommend a condition relating to the provision of a scheme for Biodiversity Enhancement as set out in the submitted Ecological Assessment. (2 bird boxes to be installed).

Wind

A wind microclimate assessment has been submitted to assess the impact of wind on the pedestrian environment within the site and its surroundings.

The proposed development is aligned such that its south facing façade is exposed to prevailing southerly winds, introducing the potential for flow acceleration at its south-eastern and north-western corners.

The direct exposure to prevailing winds creates a pressure drop downstream. The air is thus forced to gain speed around the corner, leading to increased wind speeds and less comfortable wind conditions.

The proposal responds to the wind assessment in order to mitigate potential impact through certain design measures including the positioning of the primary entrance and the location of the amenity space. No mitigation measures have therefore been recommended.

On this basis the scheme proposed is considered to be acceptable in relation to the local wind environment.

Noise

A Noise Assessment Report was submitted to accompany the application that assesses noise breakout and the protection afforded to residents of the development from outside noise. This has been considered by Environmental Health who are

satisfied subject to the imposition of a condition requiring compliance with the measures set out in the report.

The application also includes a management strategy, which sets out that on signing the tenancy agreement students will have to have regards to noise and anti-social behaviour. There will be rules and regulations relating to the property, local neighbourhood consideration, parking rules and enforcement measures. Should there be any serious incidents, ongoing or repeated complaints received from local residents about a student, the student will be treated as having a serious breach of the tenancy agreement which in turn will trigger the landlord to make an application to the court for possession of the accommodation.

Highways

The scheme has been assessed as having an acceptable impact in terms of it being in a sustainable location within walking distance of the City Centre core, Oxford Road Corridor and MMU Birley Campus which places no pressure on the highways network. There is no parking at any time on Cambridge Street and there is a residents parking scheme in operation in the area.

The Highway Authority suggest conditions relating to off-site Highways Works, to include works to resurface footways and to provide an on street disabled accessible car parking space. The wording of the condition relating to the disabled accessible spaces shall also include a requirement to explore whether or not there is an additional scope to provide further disabled parking bays. Conditions would also be required for a pick up / drop off strategy, for construction management and to ensure travel planning occurs in line with the Travel Plan submitted (welcome pack, communal noticeboards, email updates, calendar of events, cycle parking provision and encourage use of city car club). The applicant is agreeable to undertaking the works required.

With regards to servicing and deliveries, the applicant has set out that deliveries to the development will be directed to use Chevril Close and students will be informed of this rather than stopping on Higher Cambridge Street.

Highways have set out that servicing from Chevril Close presents the most viable servicing strategy. It is acknowledged that servicing from this location is not ideal, however this is preferred to loading from Cambridge Street. It is also recommended that all servicing, including refuse collection, is taken from this location as opposed to from Cambridge Street.

A condition requiring the agreement of a servicing strategy is required.

Cycle Parking

Cycle storage for 12 cycles is shown within the ground floor reception area. A Brompton Dock offering a further 8 spaces will be located on campus in a location to be determined. Whilst it is acknowledged that the footprint of the building and the uses within constrain the ability to provide higher numbers of on-site cycle parking spaces, the question has been asked of the developer as to how they could increase

cycle parking numbers, given the policy drive to move residents to sustainable modes of transport, including the use of the cycle. The recommendation of approval includes a condition to ensure that the level of cycle parking provision is increased.

Climate Change

The combined use of passive design, energy efficiency building services and low and zero carbon technologies would achieve an overall reduction in regulated carbon emissions of 28%, exceeding the City Council's reduction targets, including an air source heat pump. The building would be BREEAM Very Good with a predicted score of 60.3% (55% is required for Very Good).

Air Quality

An Air Quality Assessment has been submitted with the application. The Assessment concludes that overall, the construction and operation air quality effects of the proposed development would not be significant. The assessment has been considered by Environmental Health and the development is considered to be Policy EN16 compliant subject to adherence to the mitigation measures set out within the submitted report, namely stakeholder communications, dust management, travel planning and construction management. A construction management and travel planning condition are recommended.

Waste

Bin provision will be provided within each cluster kitchen for general food/waste, paper and card and glass and tins. It would be the responsibility of the students to pre-sort the waste into the correct bins. The students would then transfer waste to the ground floor secure bin store, which is located to the west of the building footprint, regularly, to be inspected by the management company.

The management company propose to ensure bins are taken to the collection points to be emptied and returned to the bin store. The bins would be collected by a contracted waste transfer company twice weekly. The bin need has been calculated to be will 2 1280 litre bins (1 x General Waste and 1 x Mixed Recycling). Servicing is shown on plans submitted as taking place from Cambridge Street, however, following conversations servicing should take place from Chervil Close to be agreed as part of the servicing condition referenced above in the servicing paragraph above. Further information is required with regards to pulpable waste, hence a condition requiring these details prior to commencement of development.

Crime and Disorder

A recommendation of the Crime Impact Statement is to secure the pathway connecting Cambridge Street with Elmdale Walk. Gating of this route does not form part of the planning submission. The applicant is hesitant to close the pathway off as it is an existing right of way for residents to access the City Centre and as it constitutes an existing right of way the City Council would not wish for this route to be closed. The pathway would be overlooked by the proposed development and

measures will have to be introduced to ensure the security of this route (including CCTV) to the satisfaction of Greater Manchester Police.

A Crime Impact Statement has been prepared by Greater Manchester Police and explains how the design may contribute to, or mitigate against, crime and anti-social behaviour. A condition requiring the achievement of a Secure by Design accreditation will be attached to any consent granted.

Disabled Access

The development has been designed to take into account the Equality Act and Part M of the Building Regulations. The site is generally flat, all pedestrian routes to the building connect with level access into the building. The development will also incorporate a digital Beacon system approach to aid wayfinding for partially sighted individuals.

An off site disabled car parking bay would be secured through a planning condition.

TV Reception

A baseline Television Reception Survey has been carried out. The report concludes and recommends mitigation measures should any interference be found, as follows:

- Whilst widespread interference to Freeview service reception is not expected, the development and use of tower cranes could cause interference to adjacent properties viewing Winter Hill transmissions on Cavendish and Higher Cambridge Street. Antenna betterment / repositioning should restore all services and is the simplest and most cost-effective mitigation solution. If this is required, it is advised that a registered antenna installer undertakes all required work.
- The development and use of tower cranes could cause interference to digital satellite reception within 90m to the immediate northwest of the site. Whilst it was not possible to locate all satellite dishes during the survey as it is expected that most were located on rooftops, dish relocations to positions where views to the serving satellite remain unobscured should restore all services and is the simplest and most cost-effective mitigation solution. If this is required, it is advised that a registered antenna installer undertakes all required work.
- Radio services should be unaffected by the proposed development

A condition requiring a post-construction survey and any mitigation measures should be attached to any permission to ensure that any mitigation measures are appropriately targeted. Given the above, it is considered that the proposal would not have a significant adverse impact on TV reception.

Drainage / Flooding

The site falls within Flood Zone 1 and is at low risk of flooding, the applicant has provided a Flood Risk Assessment and drainage strategy to accompany the application. Following receipt of these documents the Councils Flood Risk Management Team raise no objections to the proposals and have recommended a

number of conditions be attached to any approval. The application proposals are therefore considered to accord with policy EN14 of the Core Strategy.

Infrastructure

The proposed development is in walking distance of local shopping parades, Asda Hulme and the City Centre, as such it is considered that the scheme would be well catered for by existing infrastructure and that the small increase in student numbers would not have a detrimental impact.

Comments on the proposal

Responses to representations received are contained within the main body of the report. The only comments not already addressed relate to:

- The location of the landscaped amenity area outside an area within the applicants control. The land is to be secured by the applicant from Manchester City Council, this is disputed by a neighbour who believes they have a land interest. This is a matter that needs to be resolved by the applicant.
- The letters of support referencing a provision of funding from the applicant to One Manchester Housing Association. Whilst a letter of support from One Manchester has been submitted which refers to funding, this is separate from the planning application process as it is not a requirement of the scheme to mitigate against any impacts that the development may have.

Conclusion

As noted above, it is recognised the proposal has raised concerns; most notably due to the loss of the former public house and potential impact on residents from loss of light. As set out in the report the former public house, which has some local value, has been subject to significant alteration over time. The exception being the front façade which dates back to 1900. Internally very little remains of the original structure. The use itself ceased in 2016 and it is understood no interest was forthcoming when marketed.

The applicants confirmed that it was not viable or feasible to reuse the existing building as part of the development due to the extent of the existing basement, the impact that piling for the new building's structure would have on the existing building and the constraints of the existing building.

It is proposed, in recognition of the former use to place a model in the reception area for so long as the use is in operation and to utilise elements of the façade for public seating and art.

The potential impact on loss of light has been fully assessed. The conclusion is that all but four windows in nearby apartments would be unaffected, of the four windows, two windows would be impacted by the development in terms of loss of light. On balance and given the limited impact overall it is not considered this would warrant a reason for refusal, particularly given the other significant benefits of the scheme.

The impacts, both the loss of the former public house and light, together with all other impacts have been fully assessed and balanced against the merits and benefits of the proposal.

With an identified need for University supported purpose built student accommodation, the proposal would deliver a high specification development in a highly sustainable location that also responds to its location on the corridor.

The development proposals would result in the loss of 2 trees, however, the trees are of low amenity value and an appropriately detailed replacement strategy can maximise high quality site landscaping that will benefit the visual amenity of the local area.

On balance, the proposals are considered to be consistent with Core Strategy Policies SP1, EN1, EN2, EN3, EN4, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, T1, T2, DM1 and H12 and Saved Unitary Development Plan Policy DC26.

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

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

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to 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.

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

- Location Plan (drawing no. PL 001)
- Topographical Survey (drawing no. PL 002)
- Elevation East Existing (drawing no. PL 003)
- Elevation South Existing (drawing no. PL 004)
- Elevation West Existing (drawing no. PL 005)
- Elevation North Existing (drawing no. PL 006)
- Plan & Elevations – Demolitions (drawing no. PL 007)
- Plan Level 0 (drawing no. PL 010)
- Plan Level 1 (drawing no. PL 011)
- Plan Level 2 (drawing no. PL 012)
- Plan Level 3 (drawing no. PL 013)
- Plan Level 4 (drawing no. PL 014)
- Plan Level 5 (drawing no. PL 015)
- Plan Level 6 (drawing no. PL 016)
- Plan Level 7 (drawing no. PL 017)
- Plan Level 8 (drawing no. PL 018)
- Plan Level 9 (Roof) (drawing no. PL 019)
- Elevation East (drawing no. PL 030)
- Elevation South (drawing no. PL 031)
- Elevation West (drawing no. PL 032)
- Elevation North (drawing no. PL 033)
- Section A-A (drawing no. PL 040)
- Section B-B (drawing no. PL 041)
- Section C-C (drawing no. PL 042)
- Section D-D (drawing no. PL 043)
- Section E-E (drawing no. PL 044)
- Section F-F (drawing no. PL 045), Dated 5th December 2019
- Design & Access Statement, prepared by Carson & Partners
- Planning Statement, prepared by Turley
- Statement of Community Involvement, prepared by Curtin&Co
- Transport Statement, prepared by Transport Planning Associates
- Framework Travel Plan, prepared by Transport Planning Associates
- Heritage Appraisal, prepared by Stephen Levrant Heritage Architecture
- Air Quality Assessment, prepared by Cundall
- Daylight and Sunlight Report, prepared by Consil
- Noise Impact Assessment Report, prepared by Cundall
- BREEAM Pre-Assessment Report, prepared by RPS
- Baseline Signal Survey & Television and Radio Reception Impact Assessment, prepared by GTech Surveys
- Energy Statement, prepared by Cundall

- Completed Waste Management Pro Forma and Refuse Strategy, prepared by Carson & Partner
- Flood Risk Assessment and Surface Water Drainage Strategy, prepared by Conisbee
- Sustainable Drainage Maintenance Plan, prepared by Conisbee
- Ventilation Strategy, prepared by Cundall
- Wind Microclimate Assessment Design Review, prepared by RWDI
- Note on anti-social behaviour
- Arboricultural Impact Assessment, prepared by TEP
- Ecological Assessment, prepared by TEP
- Bluetooth Low Energy Beacons for Church Inn, Manchester (Wayfinding Report), prepared by Danny Michael Ball
- External Lighting Strategy, prepared by Cundall (drawing no. SK_E004 Rev A)
- Broadband Connectivity Assessment, prepared by Cundall
- Feasibility Report, prepared by Jenics
- Traffic Analysis Report, prepared by Cundall
- Local Business Survey, prepared by Jeremy Leach Research
- Study of Need, prepared by Jeremy Leach Research
- The Impact of Higher Education on the Economy of Manchester, prepared by Jeremy Leach Research
- Management Plan, prepared by Homes for Students
- Letter from One Manchester (dated 13 August 2019)
- Phase 1 Geo-Environmental Desk Study, prepared by Wardell Armstrong
- Phase 2 Site Investigation Report, prepared by Ground Engineering
- Crime Impact Statement, prepared by Greater Manchester Police: Design for Security

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

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

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

4) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement prepared by Greater Manchester Police and shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

5) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Very Good'. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning within six months of occupation.

Reason - In order to minimise the environmental impact of the development pursuant to policies EN4, EN5, EN6 and EN7 of the City of Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester 2 SPD.

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) Prior to occupation further details of hard and soft landscaping treatment (to include the detailed design of the seating proposed) shall be submitted. Landscaping shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) Notwithstanding the details included on the plans submitted further details increasing the amount of bicycle parking available shall be submitted in writing to the local planning authority for approval. These details shall be implemented in full and made available for use prior to first occupation of the development hereby approved. 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) 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:

The footway across the perimeter of the site be resurfaced as part of the development.

The provision of on street disabled car parking spaces (these space shall be retained and permanently reserved for use by disabled persons);

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)

13) Within six months of the first use of the development, a revised Travel Plan which is consistent with the Framework Travel Plan submitted as part of the application and which takes into account the information about travel patterns gathered following the opening of the building 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 building, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

14) The development shall not commence unless and until an access strategy relating to students moving in and out of accommodation, which shall include details of loading and unloading arrangements at the site, has been submitted to and agreed in writing by the City Council as local planning authority. Access for students moving in and out of accommodation shall take place thereafter in accordance with the approved strategy.

Reason - In the interests of public and highway safety and the protection of residential amenity, pursuant to policy DM 1 of the Core Strategy for the City of Manchester.

15) Prior to occupation a scheme for the Biodiversity Enhancement Measures, as set out in section 6.5 of the Ecological Assessment Survey by TEP dated May 2018 (ref: 6964.001) shall be submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation of the development (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter.

Reason: With regards to biodiversity enhancement, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework.

16) Prior to the first occupation of the student accommodation, a detailed servicing strategy (including refuse collection) 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).

17) 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).

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

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

19) 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.

20) Prior to the commencement of the development hereby approved a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

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) 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.

23) 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.

24) Assess the impact of the development on television signal reception within the potential impact area identified in the Pre-Construction Signal Reception Impact Survey within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as

local planning authority in response to identified television signal reception problems within the potential impact area. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out 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 ensure that the development at least maintains the existing level and quality of television signal reception, pursuant to Policy DM1 of the Core Strategy for the City of Manchester.

25) 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.

26) Prior to the first occupation of the use hereby approved, the applicant will display a model of the former Church Inn within the reception area. The model shall be displayed for so long as the use is in operation.

Reason - To commemorate the history of the site by means of model, pursuant to Policy SP1, EN1 and EN3 of the Core Strategy.

27) Prior to first occupation further details of the use of elements of the existing façade within public seating and art works shall be submitted in writing to the local planning authority.

Reason - To commemorate the history of the site, pursuant to Policy SP1, EN1 and EN3 of the Core Strategy.

28) The windows to the south elevation and the windows above ground floor level to the north elevation should be obscurely glazed. The windows shall be obscurely 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.

Local Government (Access to Information) Act 1985

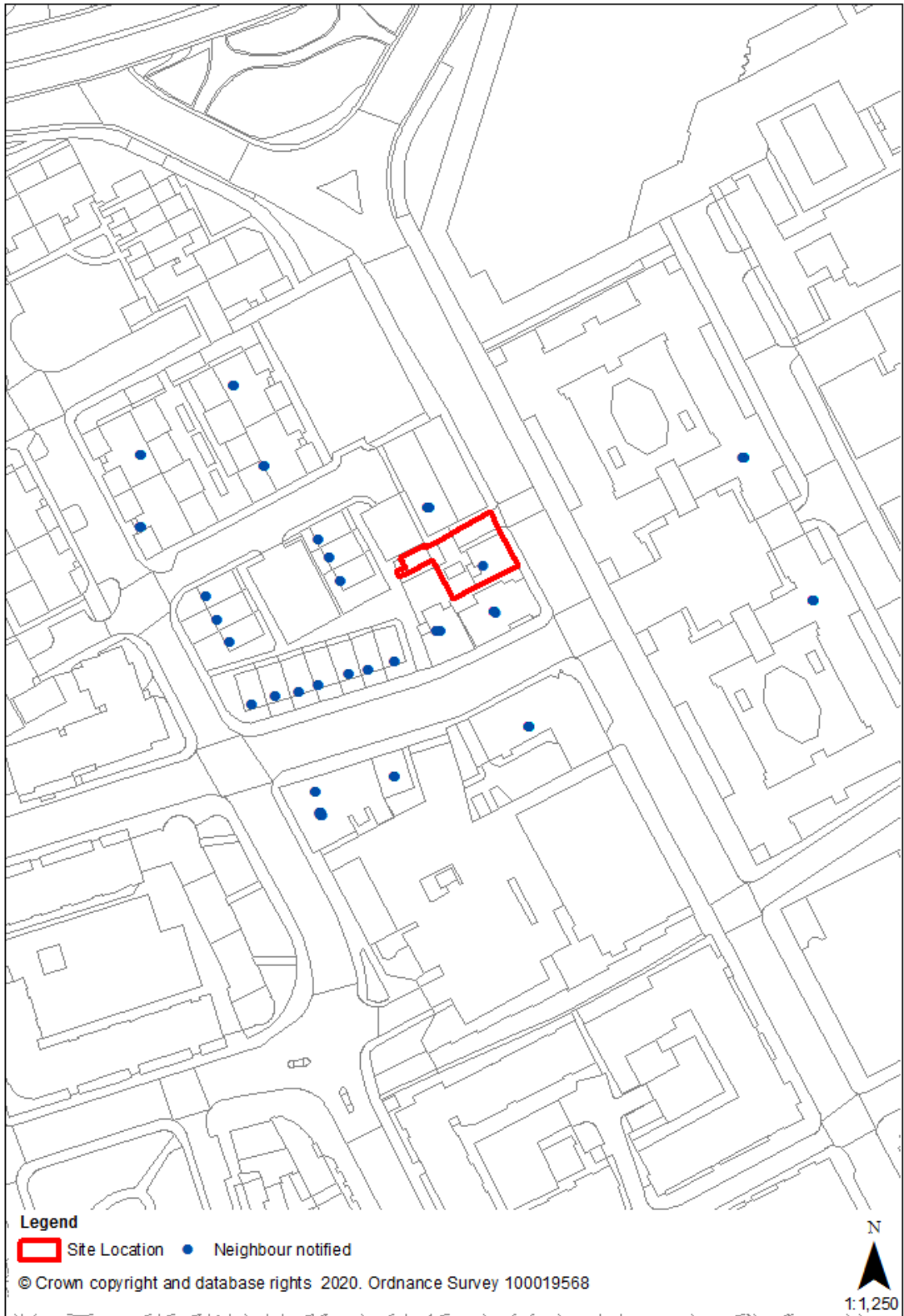
The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125654/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions 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
MCC Flood Risk Management
Environmental Health
Greater Manchester Police**

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



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Application Number	Date of Appln	Committee Date	Ward
117960/FO/2017	14th Dec 2017	13th Feb 2020	Rusholme Ward

Proposal Conversion of High Elms and erection of a part 3/part 4 storey building to form a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces), landscaping, energy centre, cycle and refuse storage following demolition of existing extensions

Location High Elms , Upper Park Road, Manchester, M14 5RU

Applicant Plymouth Grove Residential Investment Ltd Partnership, C/o Agent,

Agent Mr Jonathan Vose, Walsingham Planning, Brandon House, King Street, Knutsford, WA16 6DX

Description of site

High Elms is a Grade II Listed Building located on Upper Park Road set within the Victoria Park Conservation Area in the Rusholme ward of Manchester. The information submitted alongside the application indicates that High Elms was until 2013 in use by the NHS as a rehabilitation centre for people with mental health issues. Since that time the site and building has been left vacant and hoarded off with the building falling into a poor state of repair.

High Elms is a substantial three storey red brick mid-19th Century building with a later two storey side extension connected to and running south from the main listed building, historic maps indicate that the extension was erected as some point in the 1930s and is therefore by law to be treated as part of the listed building.



High Elms with the 1930s extension to the right (*Google Image circa 2012*)

The building is set back off its front boundary to Upper Park Road and given its previous institutional uses does have areas of hardstanding to the front and side of

the building. There are a number of mature trees on the site together with a hedgerow behind the low front brick boundary wall, many of the trees on the site are subject to a Tree Preservation Order (City of Manchester (Conyngham Road, Victoria Park) TPO 1976).

The site does have a number of residential uses close to its boundaries in the forms of more modern flats to its north (Ashburne House), with converted historic buildings to the east (Lane Court – Grade II Listed) and west (Ellerslie Court). To the south of the site beyond a cleared site which formerly contained Gartness House is the Central Mosque and Islamic Cultural Centre.

Victoria Park retains a high number of important Listed Buildings some of these are in academic use and others have been converted into multi-occupancy residential buildings, the number of listed buildings reflects the historic nature and importance of the area. The area has a number of buildings that have been in use as student residencies for a long period of time such as the University of Manchester Halls of residence at Dalton Ellis and Hulme Halls both of which contain important Grade II Listed Buildings.

The listing description for High Elms on the statutory list sets out the following:

Villa, now offices. Mid to later C19. Red brick in Flemish bond, with sandstone dressings and slate roof. Roughly rectangular plan with back extensions (C20 additions to right). Gothic style. Two storeys and cellar, 3 bays, symmetrical, the centre narrower and slightly recessed and the outer bays gabled; with stone plinth, string course, stone coped gables with raking parapets faced with later cement. The centre has a Tudor-arched doorway with replacement divided doors, moulded stone surround, hollow spandrels, hoodmould, and over the centre of this a panel with a quatrefoil motif. The ground floor has cross-windows and the 1st floor has 3-light windows, all these with slender stone mullions and arched lights, those in the centre and to the right at 1st floor with small panes and the others with altered glazing. Two ridge chimneys. Interior not inspected.



**Extract from the 1845 Lancashire Ordnance Map (High Elms is edged red)
(Reproduced with the permission of the National Library of Scotland)**

High Elms is therefore one of the earlier houses constructed within the Victoria Park conservation area and is an importance building related to the development and laying out of the Park.

Description of development

The application proposals subject of this report have been amended since they were originally submitted. The form of development now proposed is the Conversion of High Elms and erection of a part 3 - part 4 storey building to form a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces), landscaping, energy centre, cycle and refuse storage following demolition of existing extensions.

The proposed works would require the demolition of a previous extension to the rear of the main element of High Elms, together with the 1930s two storey side extension.



Extensions to High Elms proposed to be demolished outlined red (Lane Court is the white building immediately to the south-east)

The proposals have been amended since being originally submitted these are supported with revised application drawings but not amended supporting documents. The applicant's agent has requested that the City Council as local planning authority determine the application on this basis.

The proposals seek the erection of a part 3 and part 4 storey building within the grounds of High Elms on part of the site currently containing the two storey extension. This building would comprise 94 studio bedroom spaces over 4 floors with the majority ranging in size from 20 to 21.4 sqm although each floor would have one or two rooms of 25 and 32 sqm in size. Each room is indicated as having its own shower room and kitchenette. A communal room and reception for the building is located on ground floor and are of 42 and 38 sqm in size. Access into the building is indicated as being level with pedestrian access taken directly from Upper Park Road. Also to the front of this building would be vehicular access to serve a 4 space car park which would include 1 accessible space – 3 trees are shown as being needed to be removed to facilitate this access and parking area with other existing trees also in close proximity to this area. An energy centre for the development is shown to the rear of the building adjacent the boundary wall with Lane Court which lies to the immediate east.

In addition the proposals seek the conversion of the historic High Elms building following the demolition of the two and three storey additions towards the rear and

side with the erection of a three storey contemporary designed rear extension. The conversion would result in residential accommodation on each floor totalling 16 rooms ranging in size from 20 sqm to 42 sqm. Some internal walls are shown as being removed to facilitate the conversion. Whilst the building does have a basement no specific works are identified on the proposed drawings in respect of this space. Due to the high levels of the ground floor of this building access into the building is via the existing stepped front access with a secondary stepped side access. Located to the north of this building it is proposed to erect a bin store with a cycle store proposed to its southern side connecting with the proposed part 3 and part 4 storey building.



Proposed front elevation (top) and rear elevation with rear extension to High Elms edged red

The supporting statement submitted alongside the application indicates that the proposed accommodation would be serviced and principally to meet the identified accommodation needs of both medical students and research fellows, together with junior doctors at hospitals and other medical institutions. It also sets out that the applicant has been working closely with the NHS Trust that owns High Elms who indicate that due to remodelling of facilities at the Central Manchester University Hospital Trust there is a need to address shortfall in provision for losses in medical accommodation. A supporting letter from the Hospital Trust was submitted alongside the application.

The applicant identifies a number of regeneration benefits from the application scheme including: providing a viable use for High Elms and bring back into productive use a vacant Grade II Listed building; a contractual land deal is in place between the applicant and the Hospital Trust whereby if planning permission is granted for the proposed accommodation at High Elms, land that had otherwise been reserved by the applicant in their ownership for this use, adjacent to the Manchester Royal Infirmary (MRI) could be released to the Trust to enable it to progress upgrades to its Accident and Emergency Unit.

Consultations

The application was subject to two periods of notification following confirmation from the applicant's agent of the submission of revised proposals. These notifications were undertaken by way of letters sent to neighbouring occupiers, posting of site notices, and advertisement in the Manchester Evening News.

In response to these notifications 59 objections were received, a summary of the responses is set out below:

- The proposed development, as it stands of 110 apartments, is an over-development out of keeping with the character of the neighbourhood around Upper Park road, or the heritage and infrastructure of the Victoria Park Conservation Area.
- It proposes building very close to the property boundaries, within the current gardens with all their established trees and wildlife, which seems to contravene the principles of a conservation area.
- The owners are currently allowing the property, which is listed, to fall into a state of disrepair, which is a great concern to me.
- The proposed development will impact existing and serious concerns around parking (the lack of) in the area around Manchester Central Mosque.
- This development will severely impact the adjacent apartments in Ashburne House, which are directly overlooked by the proposed development, and will have no shade/shelter from line of sight from the new development and/or will have reduced sunlight.
- Negative effect on the adjacent Lane Court and its residents;
- It is detrimental to the character of the conservation area; it negatively effects a historic villa setting by building over the entire site.
- 4 spaces for parking will result in local streets being flooded with the cars owned by the remaining 106 potential residents;
- Loss of open green space and mature trees in the conservation area;
- Lack of amenity for the new residents; the bat survey s out of date; negative effect on the neighbourhood The details of the proposal are unclear The development will have a negative impact on the neighbourhood
- Loss of wildlife habitat, the grounds of the site provide habitat to wildlife as well as contributing to making the area an attractive and wholesome place in which to live.
- Other major cities (e.g. Liverpool and Birmingham) have maintained and creatively and sensitively rejuvenated heritage buildings. Please can Manchester City Council emulate this practice?
- The proposal summary says the scheme comprises 'a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces)'. Yet the Planning Statement says 'the scheme will provide 115 studio apartments, 6 one-bedroom apartments, and 6 apartments which are fully Disability and Discrimination Act (DDA) compliant, making 127 serviced apartments in total.' [Section 3.5] It goes on to say that it 'will also provide 19 car parking spaces (including three disabled spaces).' This disparity over the number of units, the type of unit (i.e. one-bedroom or studio apartments), the number of car parking spaces and whether or not there is to be any disability provision makes it unclear just what is being proposed.

- The relationship of the scheme to Central Manchester University Hospitals Foundation Trust Core Strategy - Policy H12 Purpose Built Student Accommodation states that 'Priority will be given to schemes which are part of the universities' redevelopment plans or which are being progressed in partnership with the universities'. This is an important policy because student housing which is independent of the universities' is more likely to be detrimental to the surrounding area. The planning statement explains that the development is intended to provide accommodation especially aimed at medical students. Although this statement includes a letter of support from Central Manchester University Hospitals Foundation Trust (CMUFT) as an appendix, the scheme does not appear to be part of the Trust's development plan nor is it being progressed in partnership with the Trust.
- No support for the development from the University of Manchester, Manchester Metropolitan University or RNCM;
- No adequate amenity space for the development itself
- Victoria Park has currently a mixed community with residential properties that range from family households of various sizes to house-shares to flat conversions and HMOs used by students and others. But the maintenance and continuation of mixed and diverse communities is a fragile process. Along with much of Rusholme, Victoria Park has seen a significant development of multiple occupancy dwellings which runs the risk of unbalancing the neighbourhood. Further intensity of multi-occupancy development is likely to alter the population mix with increased risk of what MCC describes as "harm to residential amenity". The proposal for 110 new flats will contribute to this process.
- We suffer greatly here with pavement parking and illegal parking. The parking provision is insufficient and we are concerned that cars will be permanently on the streets.
- Precedents have already been set for refusing planning permission for similar developments in the Victoria Park Conservation Area such as that for the erection of 6no. three storey six bedroom townhouses to provide managed student accommodation in the grounds of Langdale Hall on Upper Park Road. The subsequent appeal into this refusal was dismissed.
- - The proposals are contrary to polices SP1 Spatial Principles; H1 Overall Housing Provision; H5 Central Manchester; H12 Purpose Built Student Accommodation; EN3 Heritage; EN8 Adaptation to Climate Change; EN9 Green Infrastructure; DM1 Development Management; DC6. Housing on "Backland" Sites; DC18. Conservation Areas; DC19. Listed Buildings; Victoria Park Conservation Area – Control of Development; Bat Protection.
- The design of the proposed modern extensions to the house are inappropriate to the Conservation Area. In both their height, block nature and lack of detailing, the building would dominate its setting and would contribute to the further loss of character of the Conservation Area.
- Finally, consideration needs to be given to the balance between the family residential, the commercial/health/educational and the student occupation of the properties in and around Victoria Park. Recent major developments at the Oxford Place/Wilmslow Road junction (students), former St Vincent de Paul School (residential/ HMOs), adjacent to Surrey Lodge Surgery/Rampant Lion on Anson Road (residential) and the Nuffield Hospital development all put additional stresses on the area which need to be recognised and carefully

managed, whether in terms of traffic and highways, parking, community safety or provision of health, education and community facilities. The developer has shown no awareness of these local needs or offered any contribution to solving these issues.

Rusholme and Fallowfield Civic Society –

1. The proposal will result in over-development of the site; the new footprint takes over the entire plot compared to the existing extension;
2. The proposed density is over 7 times higher than that stated in MCC core policy for the area;
3. The loss of open green space is detrimental to the setting of two Grade II listed buildings - High Elms and Lane Court (adjacent to the development);
4. The proposal is contrary to the character of the Victoria Park conservation area - a leafy Victorian suburb characterised by villas in garden setting;
5. The design of the scheme is of poor quality: it shows attempt to mimic the original bays and stone copings of the gables resulting in badly proportioned façades and poor detailing;
6. The proximity to the adjacent Lane Court is of a serious concern - the distances to the existing residential hall have been further reduced; the proposal will result in overlooking, loss of lights and visual amenity;
7. The development itself does not provide sufficient amenity space for the new residents, nor does it offer sufficient indoor space for social interaction resulting in insulation, alienation and mental health issues among students;
8. Proposed energy centre will discharge exhaust into the amenity spaces of the Lane Court and will result in poor air quality for the adjacent residents;
9. The parking strategy is not balanced / resolved and will result in high numbers of additional cars parked on already congested residential streets;
10. Bat survey is out of date and should be resubmitted as a part of this application.
11. The proposal will set up a negative precedent in the area;
12. The overprovision of student accommodation in the area will destroy a fine balance between permanent residents and family homes and transient population. There are other brown sites closer to the hospitals and the universities (for example, former Gaskell Campus) that could be used for student accommodation;
13. Negative effect on the local community

Manchester Conservation Areas and Historic Buildings Panel - The Panel accepted that there needs to be a viable new use for the neglected listed building but felt that the proposals were an overdevelopment of the site that would be detrimental to the character of the conservation area and listed building. The Panel commented on the particular character of the conservation area is of large villas in a landscaped setting. The Panel noted that the existing extension was subservient to the listed building and that the new building steps forward of the existing building line which would create more dominant elements and contribute to it being out of scale with the existing building. The Panel commented that the design and scale reflected more of the aesthetics of a converted mill rather than that of buildings in the conservation area. The Panel couldn't see any architectural strategy for the site and the configuration has no reasoning behind it. They felt that the design needed to develop a clear form and rhythm and re-elevation work and that the proposals needed to respond to their context and wider streetscape. The Panel would expect to see high quality landscaping and boundary treatment. The Panel expressed significant

concern over the poor condition of High Elms which is deteriorating and they asked the owners to carry out urgent works to repair the building and make it weathertight.

Manchester Civic Society – Object to the proposals on the following grounds:

1. Character and Appearance of the buildings - The proposed buildings fail in terms of character and appearance because:

- The very elongated horizontal form of the extension is out of keeping with the Victoria Park Villas
- The fabric chosen is neither sensitive to the existing character of the villa, nor does it provide a charming contrast
- The zinc elements do not soften the form; they are discordant
- The flat roof on the extension at the back of the villa is unworthy. In terms of form and appearance, the existing extension, with its bay windows, is far preferable.

2. The site has already been developed by the existing extension. However, there is sufficient open space left on the plot to permit the plot itself to retain the character of the Conservation Area. To further extend beyond the current footprint would represent an overdevelopment of this site, even in terms of the City Council's own Policies and be totally inappropriate for this Conservation Area, one of whose principal characteristics is of large villas set in spacious gardens.

3. Negative impact on the overall Conservation Area The proximity to neighbouring residential properties of such a large block will detract from the quiet enjoyment to which those residents are entitled, and irreparably damage the quality and character of the Conservation Area as a whole.

4. Harm to the Listed Building The interior of this building has been neglected to an extent which should not have been permitted for a listed building in a conservation area. This property should have been protected, and the owners required to undertake their maintenance responsibilities. It is totally wrong for the building to suffer further indignities by the changes planned here, which include:

- the loss of the second staircase
- the housing of the plant machinery for the extension within the Listed Villa
- the poor design of the flat-roofed rear extension.

5. Density - The density proposed for this site is over 350 units per hectare, which puts it in the same category as those classified in the Council's Policy H1 as high density, i.e. over 75 units per hectare. Even allowing for the fact that these units are single bedroomed ones, this is still a very high density to be imposed on a low-rise Conservation Area. It is only achieved by overdeveloping the site, and ignoring the probable impact of high density living on the area.

6. Parking - The parking provision is too small, just 19 spaces, 3 of which are for disabled drivers, for 127 occupants. This is a particular concern because the development is to be restricted to use by medical students who

- travel to a range of hospitals during training, not all easily or rapidly accessible by public transport
- work shifts which can finish at night.

The on street parking may be increased by this development.

Conclusion - This is a building and site which have been sadly neglected. The site is calling out for a sensitive development of its undoubted potential. Given the size of the existing permitted extension, in proportion to the original building, it seems to us that development here should be limited to the current footprint area of villa plus existing extension.

Historic England (North West) – No response has been received to the second notification of revised proposals.

In responding to the original proposals Historic England noted: *As a historic site highly characteristic of the area in its date, quality, form and garden setting, the application site as a whole is considered to make a positive contribution to the character, appearance and significance of the conservation area. The remaining spacious, green setting of High Elms makes a positive contribution to the overall significance of the listed building. The 1930's extension lends some understanding to the development of the conservation area over time, and is appropriately subservient to the principal building in architectural terms. However on balance with its relatively modest architectural interest and intrusion upon the historic setting of the principal listed building, it is not considered to make a notable contribution to the listed building or conservation area.*

Historic England indicated that *“the 1930's extension to high Elms is not considered to make a notable contribution to either the listed building or conservation area, and its demolition would therefore not cause considerable harm in heritage terms.”*

They confirmed that *“the principal of establishing a sustainable use for the historic residence is welcomed as a central part of its long term maintenance and conservation.”*

Historic England did raise concerns with the original proposals impacts in terms of the amount and design of the proposed development. In particular they raised concerns that *“the footprint of the proposed new building is substantial, and erodes a considerable proportion of the historic garden setting. It also has the effect of creating a large and visually dominant building, which disrupts the setting and legibility of the historic residence as the principal building on site. As a result, Historic England does not consider that the proposal conserves or enhances the significance of the listed building or conservation area, and causes harm to these associated heritage assets.*

Historic England advised at that stage that the application be withdrawn in order to explore a more balanced solution on site. *“While it would be ideal in heritage terms not to introduce a subsequent extension to the historic residence and fully restore its characteristic garden setting, we can reasonably accept the subsequent introduction of a new build element on site, provided it conserves or enhances the overall significance of the listed building and conservation area. The principal way of removing or meaningfully reducing the level of harm is to reduce the amount of new development proposed, allowing for more green space surrounding the principal building and avoiding heights and massing which challenge the appreciation of the main residence as the principal building of the site. In addition to this, the following points are advised to be considered to reduce harm in heritage terms:*

- *Reduction in the amount of new development on site;*
- *Reintroduction and conservation of green, open space around the High Elms residence;*
- *Setting back new development from the line of the High Elms residence principal elevation*
- *Lowering the height of the new development (e.g. new proposal eaves height lower than that of the listed building)*
- *Opportunities taken within the new development to better reflect the form, layout, massing, detailing and materials of those elements which make a positive contribution to the character of the conservation area.*

Whilst the applicant indicated that they did not wish to withdraw the application, they have stated to the Council that they engaged with Historic England to resolve the concerns raised to original proposals. It is the Council's understanding that the applicant discussed the revised proposals with Historic England prior to submission of these formally to the Council. At the time of this report being written the City Council as local planning authority had not received further correspondence from Historic England following the renotification of these revisions.

University of Manchester – Responded to the original notification period stating that they could not support new planning applications for purpose built student accommodation. The university had not responded to the second notification period.

MCC Flood Risk Management – Recommend conditions be attached to any approval relating to a surface water drainage scheme based upon sustainable drainage system together with a condition relating to the maintenance and management of any such system installed.

Environmental Health – Recommend conditions relating to Construction Management, Acoustic insulation of the property, external equipment insulation, Air Quality, Contaminated Land.

MCC Highway Services - The applicant is asked to justify the provision of parking given the observed existing issues with on street parking in the area given the decrease in the proposed number of car parking spaces, our concerns relating to a lack of on-site parking provision is increased further. It is the recommendation of the Highways Team that the proposed cycling provision is increased. It is the recommendation of the Highways Team that the applicant provides a framework travel plan for this development. Additionally, the creation of a residents pack detailing the various modes of public transport to and from the site would also be beneficial for this development.

MCC Neighbourhoods (Arborists) - The applicant has proposed to remove a number of high value trees within the site to allow for the development of 127 apartments.

After reading the CAVAT assessment report T2, T20 and T24 were found to be of particularly high value to the local area. The combined value of the trees proposed for removal on this site came to a total of £128,762.

Should planning permission be granted for this development, we would expect the standard of mitigation planting for this site to reflect the valuation given in the CAVAT assessment report.

GMP – Recommend a SBD condition and that the development incorporates the physical security specifications set out in the CIS.

Greater Manchester Archaeology Advisory Service - Consider that there are no archaeological requirements for this scheme.

Greater Manchester Ecology Unit - The information submitted with the application includes a bat survey. This survey has been undertaken by a licensed and experienced ecological consultancy whose work is known to the Ecology Unit. The survey found no evidence of bat roosting in the building to be developed but did find a bat roost in the adjacent building. Whilst we consider that the works can be undertaken without the need for further survey effort, it is of note that bats are mobile in their habits and they can turn up in the most unlikely places. If bats or signs of bats are found at any time during works, then work should cease immediately and advice sought from Natural England or a suitably qualified bat worker. We would therefore advise that an informative to this effect be placed on any permission, if granted.

Evidence of nesting birds was found in the buildings and the trees and scrub in the gardens of the site are also likely to be used by nesting birds. We would therefore recommend that the following condition be attached to any permission, if granted:

No removal of or works to any hedgerows, trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds 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.

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 H 5, *Central Manchester* – Central Manchester, over the lifetime of the Core Strategy, will accommodate around 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 the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

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

1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.
2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.
3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.
4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.
5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in

- improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.
6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.
 7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.
 8. Consideration should be given to provision and management of waste disposal facilities that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.
 9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.
 10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.

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 6, *Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies* – This policy requires applications for residential development of 10 or more units and all other development over 1,000m² to meet a minimum target.

Policy EN 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 9 – *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 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 16, *Air Quality* – 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, including from Combined Heat and Power and biomass plant.

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.

Policy DC19.1, *Listed Buildings* – 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.

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.

Other material considerations

Manchester Residential Quality Guidance 2016

The MRQG 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.

Executive Report ‘Consideration of Policy H12: Purpose Built Student Accommodation within the Changing Market Context’ – 13th November 2019

The above report was prepared to summarise recent changes in the student accommodation market, and provides an updated context in which to consider proposals for PBSA on an interim basis in advance of a review of Core Strategy Policy H12: “Purpose Built Student Accommodation”, as part of an update of the Core Strategy. It responds to the changing context, and would help to support the delivery of the regeneration objectives of the City Council and key partners. The report outlines a number of policy ideas for a revised approach to Purpose Built Student Accommodation (PBSA), and proposes an appropriate consultation process. The recommendations of the report included that: subject to the outcome of the consultation, request that the Planning and Highways Committee takes these market changes into account as a material consideration when dealing with future planning applications for student accommodation.

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 124 indicates 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 127 sets out that planning decision should ensure that developments : will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks.

Paragraph 130 indicates 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,

Paragraph 189 indicates that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 191 states where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

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.

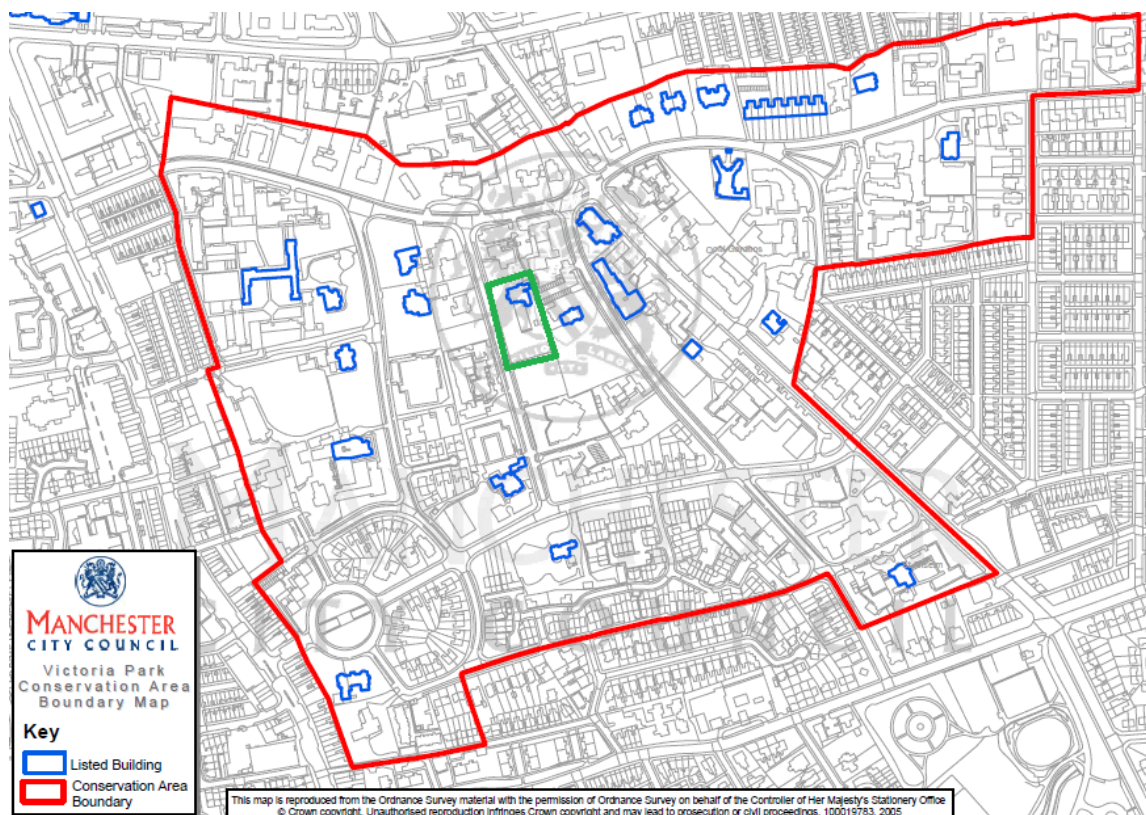
Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

Issues

The contribution of High Elms to Victoria Park Conservation Area

Victoria Park Conservation Area was designated in March 1972 and extends from the backs of properties to the north of Daisy Bank Road and Oxford Place to Kent Road East and West, and Rusholme Grove in the south. The west boundary is Oxney Road and the backs of properties on Wilmslow Road. To the east the boundary is formed by Anson Road, the backs of properties on Langdale Road and Laindon Road, the backs of properties on Daisy Bank Road, Scarsdale Road, the backs of properties on Langdale Road and Anson Road.

The Conservation Area description notes that “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.... The houses were built on a large scale in brick, with projecting bays, string courses in a contrasting colour, tall chimneys and vertically-proportioned windows, some in Venetian style. Roofs were pitched and finished in blue slate.” It is also set out that whilst development in one form or another is likely to take place within the Conservation Area “they must be of very high quality and be in harmony with the character of the conservation area. This does not mean that new buildings must be in the style of older buildings in the conservation area; on the contrary, they should represent the age in which they are built, but there should be common features between new and old, such as massing, height, materials, colour, scale and proportion, which create a sympathy with earlier buildings.”



Extent of Victoria Park Conservation Area – High Elms site is edged green

Despite the buildings current condition, High Elms makes a highly positive contribution to the character and appearance of the Victoria Park Conservation Area within which it is located. Victoria Park was an early example of a planned residential suburb, it was the first gated suburban residential park in Manchester and one of the first in the country. The roads were laid out with individual plots offered for sale for the development of high quality houses within grounds. The original pattern of development within Victoria Park was one of large houses within grounds defined by roads and where the individual built forms responded to a general system of building lines. As indicated at the start of this report High Elms was constructed in a very early phase of the development of Victoria Park and therefore plays an important historical link to the growth of the city. This significance is further reflected in the

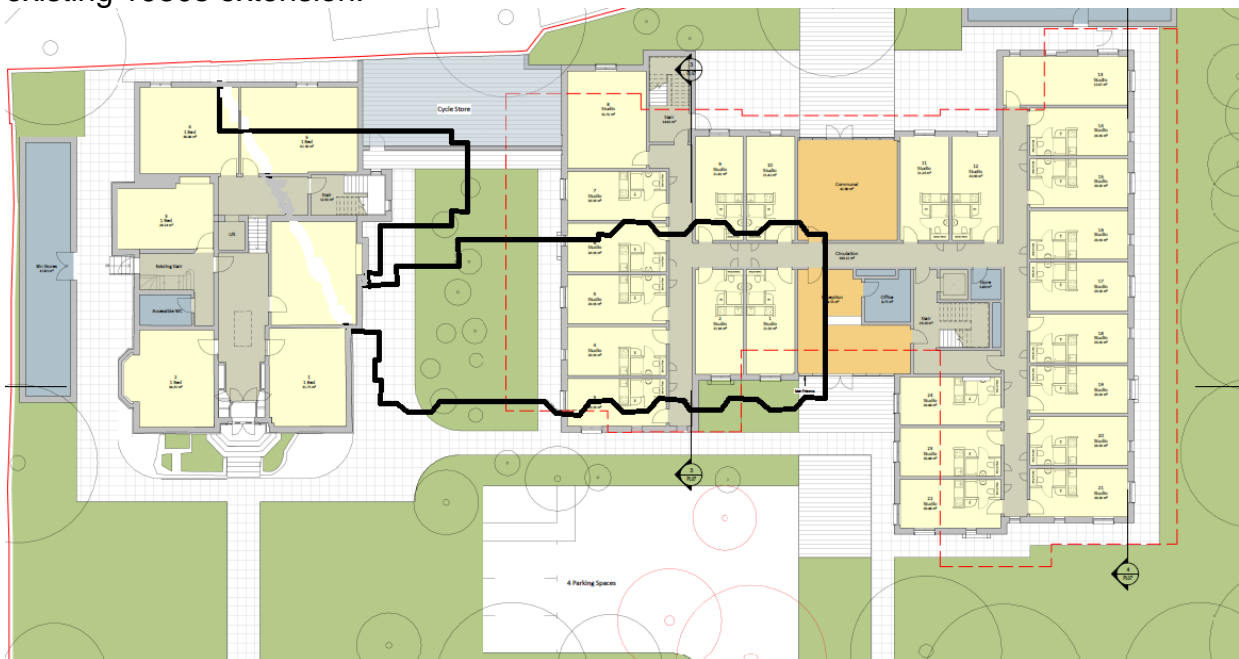
Grade II listed status of the building. The number and location of mature trees on the site further contributes to the verdant character of the Conservation Area.

Impact of the proposals on the Victoria Park Conservation Area

The requirement to preserve or enhance the Conservation Area, and the setting of the Listed Buildings, in this case High Elms 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 application proposals would result in a substantial addition to the application site both in terms of the proposed buildings footprint but also in terms of its siting, scale and mass. The footprint of the proposed building is approximately 870 sqm against the footprint of the existing 1930s two storey extension of approximately 323 sqm. The existing extension extends approximately 30 metres from the side wall of the historic High Elms with the proposed new building providing a 13 metre gap between the side wall of High Elms and the northern gable wall of the proposed building which has a building width of approximately 37 metres leaving a gap to the sites southern boundary of approximately 8 metres.

As can be seen in the image of the submitted proposed ground floor drawing below the footprint of the proposed building would extend significantly further than the existing 1930s extension.



Proposed ground floor plan (existing 1930s extension footprint is overlaid with a black line) the original High Elms building is to the left

It is considered that the enlarged footprint of built form would erode the large spacious grounds currently present on the site which is an identified key character of the Conservation Area. Whilst it is noted that the existing 1930s extension does extend south into an area that would have been gardens at the time of High Elms

construction, the height, width and extent of the existing extension does retain openness and spaciousness around the buildings on the site due to both its footprint and scale at two storeys.

The provision of other buildings in the form of energy centre, cycle store and bin store to serve the development would add to the cumulative impact of built form on the site. No elevational details of these elements have been provided so the height of these additions cannot be readily ascertained, however they are all sited in close proximity to boundary walls of the site particularly to those shared with Lane Court to the east.

The scale of the proposed building would be lower than High Elms where the buildings would sit closest to each other but would increase in height to four storeys towards the southern boundary of the site. This taller element has been sited forward of the front façade of High Elms by approximately 6 metres and it is considered that together with the 4 storey height, the proposed building when viewed from the street would appear to visually dominate the site and the Listed Building.

The proposals would result in the re-use of the High Elms listed building and would result in the demolition of rear extensions to the building. It is considered that the re-use and preservation of the listed building would make a positive contribution to Victoria Park Conservation Area.

No information has been provided to the City Council as local planning authority to determine that the submitted proposals would be the optimum viable use of High Elms. Reference is made to the proposals being viable within the original Planning statement but no assessment has been submitted to demonstrate that the application proposals are the optimum viable use and that they would cause the least harm to the significance of High Elms and Victoria Park Conservation Area.

It is considered that the proposed building would give rise to less than substantial harm to the Victoria Park Conservation Area, however due to the matters raised above it is considered that the level of less than substantial harm is at the higher end in terms of magnitude given the sites importance to the historic development of the Conservation Area and the identified characteristics of it. In this instance it is not considered that the level of harm is outweighed by the public benefit that could be derived from the proposal.

Given the scale, siting and footprint of the proposed buildings the proposals would fail to preserve or enhance the character of Victoria Park Conservation Area and therefore the proposals are not considered to accord with section 16 of the NPPF in particular paragraphs 192, 193, 194, 196, and 202 of that document, policy EN3 of the Core Strategy and saved Unitary Development Plan policy DC18.

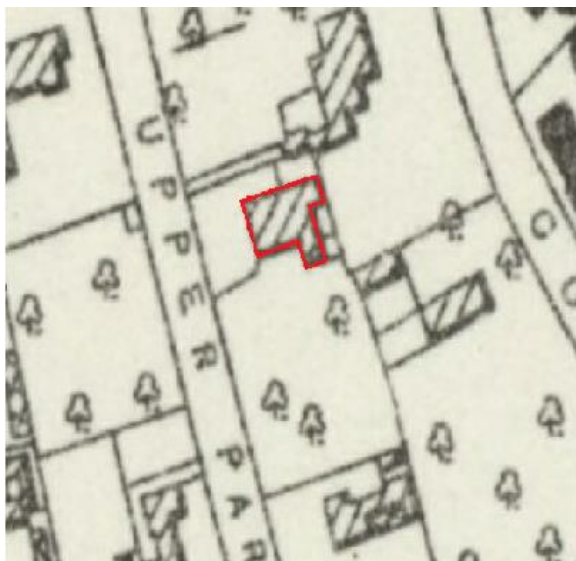
Impact of the proposals on High Elms Grade II Listed Building and its setting

The application proposals would result in the demolition of a number of extensions to High Elms. Whilst it is noted that in Historic England's response to the original notification they did not object to the proposed demolitions, the Council does not consider that the removal of the 1930s side extension or other extensions have been

subject to a full assessment of its significance and no surveys have been submitted to the Council that would indicate that these elements are not capable of retention and refurbishment, therefore in the absence of such an assessment its loss has not been fully justified by the applicant.

In addition to the linear 1930s extension the proposals would involve the demolition of other parts of High Elms that may have been later additions to its rear (east elevation), these are referred to as “more recent poor quality extensions” within both the Planning Statement and Heritage Assessment accompanying the application. However as can be seen below some of the additions to the property whilst being ‘newer’ are still of an age predating 1948 and their demolition requires a full assessment and justification. The submitted information and survey work fails to set this out and is considered to be misleading in terms of its dating of these additions.

When comparing the building footprint of High Elms from the 1894 Ordnance Survey plan and the submitted demolition plan for the ground floor the footprints of the building particularly to its rear (east elevation) are very similar in extent. The photograph below also clearly suggest a built from which is not of a 20th Century origin given the detailing, use of slate and brick work and whilst they are clearly additions to the original High Elms building they contribute towards its significance. It is therefore considered that the justification for the removal of these parts of the Listed Building have not been fully assessed in terms of their significance or justified for removal.



1894 Footprint of High Elms (edged red) compared to the submitted demolition plan with area to be demolished infilled red)

Map reproduced courtesy of the National Library of Scotland



Photograph of the rear of High Elms with later extensions edged red

Works to re-use and refurbish High Elms would derive a benefit to the designated heritage asset, the applicants Heritage Statement indicates “the works to the interior are ‘light-touch’ and represent a minimal intervention in the fabric of the building, limited to refurbishment and restoration. Where original features, such as the staircase and decorative detailing, remain, these will be retained so that its interior will be little changed”.

Internal and external works to refurbish High Elms are considered to be beneficial to the listed building. Whilst significantly more detailed information would be required to support the proposed works in terms of further surveys, details of reinstated walls following demolition works, and method statements for works the general principles indicated in the submitted information for a ‘light-touch’ approach would be acceptable.

The submitted roof and internal survey of the building undertaken for the building owner in January 2017 identifies a number of issues with the building fabric which it suggests is visibly in a poor condition due to lack of use and vandalism particularly to the building roof coverings. Whilst the survey indicated further investigation would be required the following was identified in January 2017:

- a) Vandalism and theft of the roof covering has introduced heavy water ingress into the building, causing damage to the structure, fittings and finishes.
- b) In the short term, to prevent further deterioration, temporary roof coverings will be required to make the building watertight and allow the internal environment an opportunity to start drying out.

- c) Due to the water ingress the structural integrity of the floor and roof structures is questionable. To undertake a programme of refurbishment the floor and roof structures will require propping to create a safe platform to remove the defective finishes and linings. Once the structural members have been uncovered, allowed to dry out and inspected a more thorough assessment of their condition can be made.
- d) There are significant areas of damage to the wall and ceiling linings and a number of areas of collapse where the laths have failed. It is likely that large parts of the internal linings will require renewal.
- e) The roof will require stripping and recovering. Abutment flashings and leadwork to the eaves parapet gutters will require renewal. It is likely that some slate will be in a sufficient condition for re-use.
- f) All above and below ground drainage will require further survey and investigation before reuse.

The Council is unaware as to whether the current building owner sort to resolve any of the issues identified in this report prior to the submission of the current application later in 2017. However correspondence was sent to the owner from the Council, as local planning authority, in January 2019 identifying continuing issues with the building fabric particularly roof coverings. The correspondence from the Council also reiterated measures previously recommended in email correspondence to prevent rapid further dilapidation/deterioration of the building. No response was received from the building owner to this correspondence. In instances where there is evidence of deliberate neglect of, or damage to, a heritage asset the National Planning Policy Framework indicates that “the deteriorated state of the heritage asset should not be taken into account in any decision” (paragraph 191). Whilst the applicant in this instance is not the current owner of High Elms and not responsible for its maintenance, it is considered that the details set out above indicate deliberate neglect over the past 3 years with little attempt to stabilise the Heritage Asset. As such the Council as local planning authority and as advised by the guidance contained in the NPPF, is not taking into account the deteriorated state of High Elms in coming to a decision on the planning application proposals.

The proposed three storey extension to the rear of High Elms does give rise to some concern due to the lack of details provided with the application. Not all elevation drawings of this element of the proposal have been provided and no details of proposed materials are included. Whilst the design approach of a simple contemporary extension may be acceptable there does not appear to have been any attempt to design an extension that reflects the character of the host building. The current extensions to the rear allow appreciation of the detailing of High Elms at first floor and roof level including windows and chimneys. The proposed three storey rear extension would result in these details of the Listed Building being hidden from view. It is therefore considered that the proposed three storey rear extension would give rise to significant harm to the architectural and historic character of the Listed Building.

As set out within the previous section of this report the erection of a part 3/part 4 buildings within the grounds of High Elms is considered to give rise to harm given its height, scale and siting. Whilst the existing 1930s extension does extend into an area that would have previously formed a larger landscaped setting to the building,

its lower two storey scale set back from the main frontage of High Elms and retention of space to the front side and rear gives it a subservient presence within the site and from Upper Park Road. The proposed building would have the opposite impact becoming visually dominant on the site and when viewed from the street. Whilst a visual impact assessment has not been submitted alongside the application it is considered that the proposals would result in harm to the setting of the Listed Building and against the tests within the NPPF this harm is considered to be of a higher magnitude of less than substantial harm.

The proposals are considered to give rise to less than substantial harm but this harm is not considered to outweighed by the public benefits of the proposal which have not been demonstrated in the application submission. As set out above the proposals would have significant impact on the setting of High Elms and are therefore not considered to accord with section 16 of the NPPF in particular paragraphs 192, 193,194,196, and 202 of that document, policy EN3 of the Core Strategy and saved Unitary Development Plan policy DC19.

The principle of the proposed use

The application submission indicates that the proposed accommodation would be serviced and principally to meet the identified accommodation needs of both medical students and research fellows, together with junior doctors at hospitals and other medical institutions. It also sets out that the applicant has been working closely with the NHS Trust that owns High Elms who indicate that due to remodelling of facilities at the Central Manchester University Hospital Trust there is a need to address shortfall in provision for losses in medical accommodation.

The applicant has sought to test the proposals against the Councils adopted Core Strategy policy relating to purpose built student accommodation (H12) within the supporting Planning Statement and given the statements submitted it is assumed that the proposals would provide accommodation for students, whilst young trainee medical professionals may also be targeted as part of any future marketing.

Consideration is therefore made to the criteria set out within policy H12 against the proposed occupation of the accommodation in the following section of this report.

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

The University of Manchester has written in to confirm it does not support the application proposals. The proposals therefore are not being progressed in partnership with the Universities, the proposals therefore do not fall within the scope of being a priority.

“1. Sites should be in close proximity to the University campuses or to a high frequency public transport route which passes this area.”

The site is well located to the University campuses and the high frequency public transport routes on Oxford Road and the A34 (Anson Road).

“2. The Regional Centre, including the Oxford Road Corridor, is a strategic area for low and zero carbon decentralised energy infrastructure. Proposed schemes that fall within this area will be expected to take place in the context of the energy proposals plans as required by Policy EN 5.”

The proposal does not fall within the Oxford Road Corridor but the application information indicates that low carbon energy usage would be targeted for inclusion within the scheme.

“3. High density developments should be sited in locations where this is compatible with existing developments and initiatives, and where retail facilities are within walking distance. Proposals should not lead to an increase in on-street parking in the surrounding area.”

The proposals are relatively well located to retail facilities located on Oxford Road and within Rusholme District Centre. However, as seen in the response from Highway Services the level of off street car parking proposed (4 spaces) for the level of accommodation proposed is considered to give rise to pressures on on-street car parking in an area where there are already existing severe pressures.

“4. Proposals that can demonstrate a positive regeneration impact in their own right will be given preference over other schemes. This can be demonstrated for example through impact assessments on district centres and the wider area. Proposals should contribute to providing a mix of uses and support district and local centres, in line with relevant Strategic Regeneration Frameworks, local plans and other masterplans as student accommodation should closely integrate with existing neighbourhoods to contribute in a positive way to their vibrancy without increasing pressure on existing neighbourhood services to the detriment of existing residents.”

The applicants supporting information sets out a number of regeneration benefits they have identified from the proposals, these are:

- by providing a viable use for High Elms, the scheme will bring a vacant Grade II Listed building back into productive use, which will assist the long-term preservation of this heritage asset and improve the local environment within the Victoria Park Conservation Area;
- The application proposal will derive indirect regeneration benefits for the wider Oxford Road corridor. With reference to the supporting letter from the Hospital Trust it is notable that a contractual land deal is in place between the applicant and the Trust, whereby if planning permission is granted for the proposed accommodation at High Elms, land that had otherwise been reserved by the applicant for this use, adjacent to the Manchester Royal Infirmary (MRI) can be released to the Trust. The applicant states that if planning permission is granted for the High Elms scheme it will have knock-on regeneration benefits for the MRI, and this is a material consideration that weighs in favour of the application scheme.

“5. Proposals should be designed to be safe and secure for their users, and avoid causing an increase in crime in the surrounding area. Consideration needs to be given to how proposed developments could assist in improving the safety of the surrounding area in terms of increased informal surveillance or other measures to contribute to crime prevention.”

The application was supported by a Crime Impact Statement whilst this was based upon the original proposal the contents of the CIS do not raise fundamental issues with regards to safety and security for users of the site.

“6. Consideration should be given to the design and layout of the student accommodation and siting of individual uses within the overall development in relation to adjacent neighbouring uses. The aim is to ensure that there is no unacceptable effect on residential amenity in the surrounding area through increased noise, disturbance or impact on the streetscene either from the proposed development itself or when combined with existing accommodation.”

As will be demonstrated in this report the proposals are considered to give rise to unacceptable impacts on residential amenity by virtue of the siting and scale of the proposed building together with the identified impacts of the proposal on the streetscene and character of the area.

“7. Where appropriate proposals should contribute to the re-use of Listed Buildings and other buildings with a particular heritage value.”

The proposals would enable the re-use of a listed building, however as already demonstrated the benefits are outweighed by the identified harm caused by the application proposals.

“8. Consideration should be given to provision and management of waste disposal facilities, that will ensure that waste is disposed of in accordance with the waste hierarchy set out in Policy EN 19, within the development at an early stage.”

Whilst it is considered that appropriate provision and management of waste disposal from the site could be arranged, the submitted details would require the submission of further information. In particular the design, size and location of external bin stores in relation to the Listed Building, adjacent properties and the visual relationship to Upper Park Road.

“9. Developers will be required to demonstrate that there is a need for additional student accommodation or that they have entered into a formal agreement with a University, or another provider of higher education, for the supply of all or some of the bedspaces.”

The information used by the applicant to demonstrate need is based upon previous planning approvals for student accommodation from 2010/2011. Whilst it is stated that there is a particular need for medical student accommodation, which the High Elms application scheme would directly address it is not considered that the submitted information demonstrates a need for the additional student accommodation and no formal agreement has been provided to demonstrate that

Universities or other providers of higher education have signed up to the accommodation.

It is noted that the supporting letter from the Hospital Trust states *“We are acutely aware of the pressing demand for such accommodation within the vicinity of the hospital site..... We can see clear merit in the delivery of self-contained studio-type accommodation of the design and specification envisaged and consider that it will be directly attractive to our junior doctors, student nurses, research and other staff who require accommodation close to the hospital. The proposed development would, in our opinion, fulfil a proven demand, in a location where there is a significant structural undersupply of such accommodation”*. Whilst this support is noted it does not address the requirement for need set out in policy H12, this response all suggests that the accommodation would fulfil a need for more general residential accommodation for junior doctors, nurses and research and other staff who require accommodation close to the hospital. As such further consideration of the type of accommodation is required under the Councils requirements in relation to residential space standards as set out within the Manchester Residential Quality Design Guidance, this is dealt with latter in this report.

“10. Applicants/developers must demonstrate to the Council that their proposals for purpose built student accommodation are deliverable.”

The supporting planning statement indicates that the scheme is viable and deliverable and outlines the track record of the applicant in delivering purpose built student accommodation. This statement is based upon the original proposal that included a high number of apartments -127 against the currently proposed 110 and no further analysis on deliverability has been provided.

As set out above the proposals fail to meet all the criteria set out in policy H12, as such the proposals are not considered to have demonstrated compliance with the policy.

Residential Amenity

The proposals would introduce up to 110 additional occupiers into Victoria Park and whilst the area has and does accommodate a number of student Halls of Residence and other converted multi-occupancy buildings the number of occupiers could give rise to concerns in terms of the numbers of comings and goings and activity associated with this level of occupation and lack of off-street car parking which would result in additional vehicle movements on adjacent highways.

The proposals would result in a large number of windows in close proximity to the sites boundaries. In particular, as result of the sites relationship to Lane Court to the east, there would be proposed windows within 5 metres of Lane Court and its associated outside amenity space. This relationship together with the height of the proposed building would give rise to the perception of overlooking and loss of privacy to those windows and outdoor amenity space at Lane Court. The built form would also have an overbearing impact on those existing flats and outdoor amenity space to the detriment of residential amenity.

Impacts on trees

The application site is located in a conservation area and in addition to this level of protection on trees on site there is also in place a Tree Preservation Order for the site (Conygham Road/Victoria Park TPO 1976). Whilst the original proposals were supported by a tree survey based upon those proposals together with a CAVAT assessment (CAVAT is primarily a tool for managing trees as a public asset and determines a monetary value based on a replacement value). The revised proposals appear to indicate an impact on a number of trees on site however, which trees are impacted cannot be readily ascertained as a result of the lack of updated information. The CAVAT assessment calculates the value of the trees on site as approximately £128,762 with two trees on site being identified as having a replacement value in excess of £40,000. It appears that one of these trees may need to be removed to facilitate the revised proposals. In this instance and if the proposals were considered to be acceptable there would be negotiations to either revise proposals to enable the retention of such trees on site or review a landscaping scheme to incorporate a tree replacement scheme to mitigate the loss of trees on site.

In the absence of up to date information it is not considered that the revised proposals have demonstrated that impacts on trees on the site could be successfully avoided or mitigated against contrary to policies EN9 and EN 15 of the Core Strategy.

Highway Impacts

The revised proposals incorporate residential accommodation in the form of 110 self-contained serviced apartments with provision for 4 off street car parking spaces and cycle store.

It is acknowledged that the proposal is located in a sustainable location close to public transport routes on Anson Road/A34 and Wilmslow Road/Oxford Road corridor. It can be assumed that a proportion of occupiers of the apartments would not seek the use of a private car. The supporting transport statement outlines the sustainability of the location and its relationship to public transport networks and nearby places of employment/study along the Oxford Road corridor. This Transport Statement was prepared to support the original proposals of 127 apartments with 19 car parking spaces and no update has been prepared to justify the reduction in the number of spaces to be provided on site.

Highway Services raise concerns with the level of off street car parking spaces for both the original and revised proposals. The surrounding area is subject to significant on-street car parking pressures and there are a number of on street car parking restrictions. Given the very low provision of car parking on the site and the high density of proposed apartments it is considered that the proposals would give rise unacceptable increases in pressure for on-street car parking in an area already suffering from such pressures contrary to policy DM1 of the Core Strategy.

Design

The revised proposals have not been supported by an updated Design and Access Statements to justify the design intent now proposed for the proposed building or extension to the Listed Building. As such the proposals have been judged against the submitted revised drawings.

The particular character of Victoria Park conservation area is of large villas in a landscaped setting. The existing linear extension to High Elms from the 1930s is subservient to the listed building in terms of its height and set back from the main building line formed by High Elms. The proposed new building steps forward of the existing building line which would create a more dominant built form and contribute to it being out of scale with the existing building. The design and scale of the proposed new building appears to be of a character similar to a converted mill rather than that of buildings in the conservation area. The lack of design response both to High Elms and the conservation area has resulted in a design that would appear incongruous and dominate the site and character of the wider area. The proposed design is therefore considered to be detrimental to the character of the area contrary to policies SP1, EN3 and DM1 of the Core Strategy; saved Unitary Development Plan policies DC18 and DC19; the Guide to Development In Manchester SPD; and, section 12 in particular paragraphs 127, 130 of the NPPF.

Residential Quality Design Guide

The applications documents indicate that the proposals would provide accommodation for a potentially broad range of occupiers including junior doctors and other health workers given the sites proximity to the Hospitals on Oxford Road. As such the proposed residential accommodation may be targeted for such occupiers who may usually seek other forms of residential accommodation in shared houses, self-contained apartments etc. This type of occupation would differ from that which could be expected from normal 'student' occupiers i.e not restricted to term time and may be for longer periods of rent. Consideration must be made to the proposed size and type of accommodation proposed in this instance given this background and indicated broad type of potential occupiers. In this instance the proposed apartments are predominantly small in size (between 20 and 25 sqm in size) this is well below the standards set out within the Manchester Residential Quality Design Guide of 37 sqm. Whilst some flats in the converted High Elms building may be able to achieve the larger floorspace figure the majority of proposed apartments would fail to provide a suitable size of accommodation for the broad range of occupiers identified as the potential target market for the proposals. Whilst a communal room of 42 sqm is proposed in the ground floor of the proposed new building this would not mitigate the generally small size of apartments proposed.

Other Matters

It is acknowledged that information has been provided alongside the application in terms of waste management, accessibility, sustainability and cycle storage provision. If the proposals has been acceptable in other respects these matters could have been resolved by way of further negotiation.

Whilst Historic England have not responded to the renotification of the revised proposals the applicant's agent has written to the Council to indicate their belief that

it is of material importance that the views of Historic England be put before Members of the Committee noting the importance they felt were placed on the original comments from Historic England at the time they were objecting to the original proposals. The Council notified Historic England of the revised proposals and in this instance they have not responded at the time of the preparation of this report. The Council cannot compel a response from a consultee and regard has been paid to the original comments of Historic England as summarised in this report.

However, the City Council as local planning authority has thoroughly assessed the revised proposals in terms of the heritage impacts and as demonstrated in this report considers them to be contrary to local and national planning policy.

Conclusion

The proposals are not considered to preserve or enhance the historic environment, the character and setting of the Grade II Listed High Elms or Victoria Park Conservation Area. Regard has been had to the benefit that would derive from the re-use of the High Elms listed building as set out on the submitted application drawings. However, as indicated in the preceding sections of this report these benefits are outweighed by the identified harm that would be caused to the Listed Building, its setting, and, the character of Victoria Park Conservation Area. The proposals are therefore considered to be contrary to policies SP1, EN3, DM1 of the adopted Core Strategy, saved Unitary Development Plan policies DC18 and DC19, the Guide to Development in Manchester SPD; and, National Planning Policy Framework paragraphs 127, 130, 189, 190, 192, 193, 194 and 196.

In addition to these identified impacts on designated heritage assets the proposals are considered to give rise to other impacts including on residential amenity; failure to demonstrate compliance with policy H12 of the Core Strategy (Purpose Built Student Accommodation); increased pressure on on-street car parking in an area already suffering significant pressures and demands for such car parking; and inadequately sized accommodation for future occupiers. The proposals are therefore considered to not accord with policies DM1 and H12 of the adopted Core Strategy, the Guide to Development in Manchester SPD and the Manchester Residential Quality Design Guide.

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

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

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

Recommendation REFUSE

Article 35 Declaration

The application has been determined in a positive and proactive manner. In this instance concerns with the proposals were raised with the applicant's agent and an opportunity for revised proposals to be submitted and considered was given. In this instance the principle of the proposals together with their impacts on designated heritage assets were considered to be unacceptable.

Reasons for Refusal -

- 1) The proposed development, due to its siting, footprint, scale and height would be harmful to the spacious character and landscaped setting of the site; would form an unduly prominent feature in the street scene; and, as a result would have a detrimental impact upon the character of the Victoria Park Conservation Area and the setting of the Grade II Listed Building 'High Elms', contrary to Policies SP1, EN3 and DM1 of the Core Strategy; saved UDP Policies DC18 and DC19; the Guide to Development in Manchester SPD; and, National Planning Policy Framework paragraphs 189, 190, 192, 193, 194 and 196.
- 2) The applicant has failed to provide an adequate assessment of and justification for the demolition of parts of the Listed Building and has therefore failed to demonstrate that the loss of those parts of the Listed Building is acceptable contrary to policy EN3 of the Core Strategy, saved Unitary Development Plan policies DC18 and DC19 and paragraph 194 of the National Planning Policy Framework.
- 3) The proposed building, by reason of its siting, scale, and height with windows in close proximity to the boundary with Lane Court would give rise to real and perceived overlooking and loss of privacy to the detriment of the amenity that the adjoining occupants and future occupiers of the development could reasonably expect to enjoy. As such the proposal is contrary to the policies SP1 and DM1 of the Core Strategy.
- 4) The proposed development due to the low level of dedicated off-street car parking would result in increased levels of on-street parking to the detriment of the amenities and convenience of nearby residents and other road users. As such the proposal is contrary to policies SP1, DM1 and T2 of the Core Strategy.
- 5) The applicant has failed to demonstrate that there is unmet need for the proposed student accommodation or that they have entered an agreement with an education provider for the provision of student accommodation. The proposals would give rise to an increase in on-street parking and impacts on residential amenity in the surrounding area. Further the development and potential future use of the building would not create a balanced neighbourhood of choice and be detrimental to the

character, and amenity of the area. The proposed development would therefore be contrary to policies SP1, DM1 and H12 of the Core Strategy and the National Planning Policy Framework.

6) The proposals would result in an overly intensive use of the site resulting in the creation of substandard living accommodation for the occupants of the development, particularly in regard to flat sizes which would create unduly harmful impacts on the residential amenity of the occupants of the property. The proposal would therefore be contrary to the provision of policies SP1, H1, and DM1 of the Manchester Core Strategy (2012), the Manchester Residential Quality Guidance (2017), the Guide to Development in Manchester (2007) and the National Planning Policy Framework (2019).

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: 117960/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Central Neighbourhood Team
Greater Manchester Police
United Utilities Water PLC
Historic England (North West)
Greater Manchester Archaeological Advisory Service
National Amenity Societies
Greater Manchester Ecology Unit
Rusholme & Fallowfield Civic Society
Schuster Road Residents
University Of Manchester
Central Neighbourhood Team
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Rusholme & Fallowfield Civic Society
University Of Manchester
Schuster Road Residents
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)

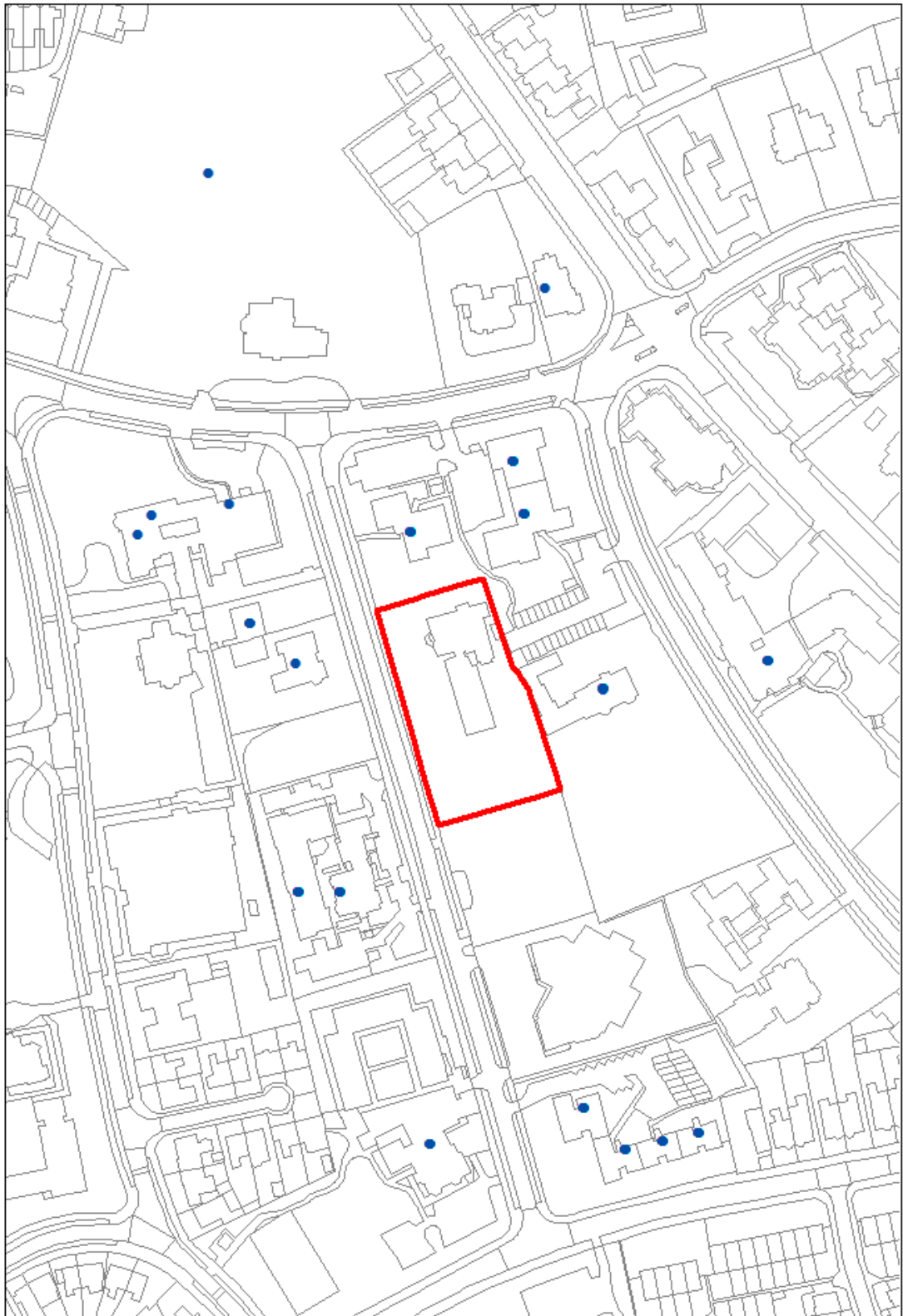
**National Amenity Societies
United Utilities Water PLC**

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:

Historic England (North West)
Rusholme & Fallowfield Civic Society
Schuster Road Residents
University Of Manchester

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
117961/LO/2017	14th Dec 2017	13th Feb 2020	Rusholme Ward

Proposal Listed Building Consent for the conversion of High Elms and erection of a part 3/part 4 storey building to form a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces), landscaping, energy centre, cycle and refuse storage following demolition of existing extensions

Location High Elms , Upper Park Road, Manchester, M14 5RU

Applicant Plymouth Grove Residential Investment Ltd Partnership, C/o Agent,

Agent Mr Jonathan Vose, Walsingham Planning, Brandon House, King Street, Knutsford, WA16 6DX

Description of site

High Elms is a Grade II Listed Building located on Upper Park Road set within the Victoria Park Conservation Area in the Rusholme ward of Manchester. The information submitted alongside the application indicates that High Elms was until 2013 in use by the NHS as a rehabilitation centre for people with mental health issues. Since that time the site and building has been left vacant and hoarded off with the building falling into a poor state of repair.

High Elms is a substantial three storey red brick mid-19th Century building with a later two storey side extension connected to and running south from the main listed building, historic maps indicate that the extension was erected as some point in the 1930s and is therefore by law to be treated as part of the listed building.



High Elms with the 1930s extension to the right (*Google Image circa 2012*)

The building is set back off its front boundary to Upper Park Road and given its previous institutional uses does have areas of hardstanding to the front and side of the building. There are a number of mature trees on the site together with a hedgerow behind the low front brick boundary wall, many of the trees on the site are subject to a Tree Preservation Order (City of Manchester (Conyngnam Road, Victoria Park) TPO 1976).

Victoria Park retains a high number of important Listed Buildings some of these are in academic use and others have been converted into multi-occupancy residential buildings, the number of listed buildings reflects the historic nature and importance of the area. The area has a number of buildings that have been in use as student residences for a long period of time such as the University of Manchester Halls of residence at Dalton Ellis and Hulme Halls both of which contain important Grade II Listed Buildings.

The listing description for High Elms on the statutory list sets out the following: *Villa, now offices. Mid to later C19. Red brick in Flemish bond, with sandstone dressings and slate roof. Roughly rectangular plan with back extensions (C20 additions to right). Gothic style. Two storeys and cellar, 3 bays, symmetrical, the centre narrower and slightly recessed and the outer bays gabled; with stone plinth, string course, stone coped gables with raking parapets faced with later cement. The centre has a Tudor-arched doorway with replacement divided doors, moulded stone surround, hollow spandrels, hoodmould, and over the centre of this a panel with a quatrefoil motif. The ground floor has cross-windows and the 1st floor has 3-light windows, all these with slender stone mullions and arched lights, those in the centre and to the right at 1st floor with small panes and the others with altered glazing. Two ridge chimneys. Interior not inspected.*



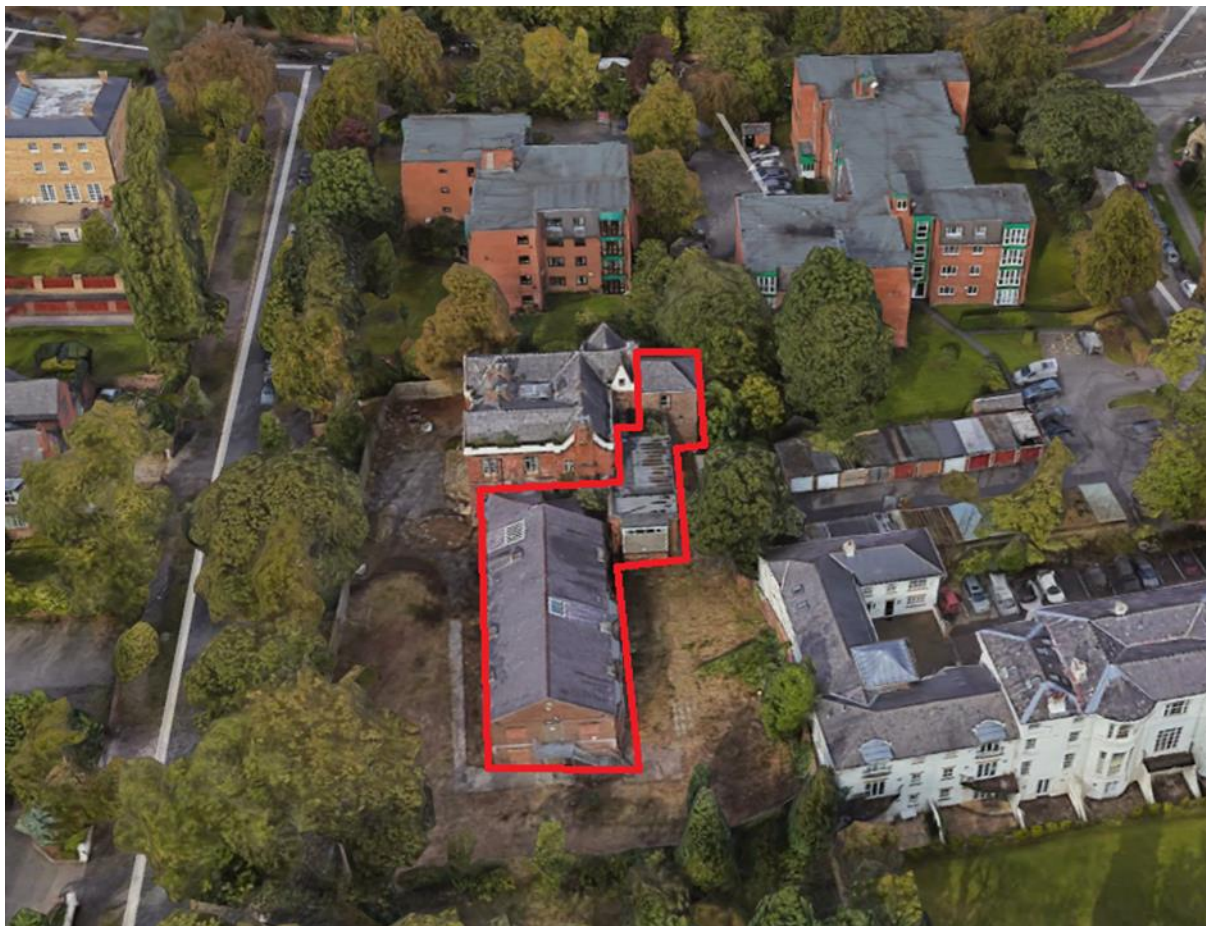
**Extract from the 1845 Lancashire Ordnance Map (High Elms is edged red)
(Reproduced with the permission of the National Library of Scotland)**

High Elms is therefore one of the earlier houses constructed within the Victoria Park conservation area and is an importance building related to the development and laying out of the Park.

Description of development

Listed Building Consent is sought for the conversion of High Elms as part of a wider scheme that would also see the erection of a part 3/part 4 storey building to form a total of 110 one bedroom serviced apartments, with associated car parking (4 spaces), landscaping, energy centre, cycle and refuse storage following demolition of existing extensions.

This listed building application accompanies the full planning application that appears elsewhere on this Committee agenda with planning application reference 117960/FO/2017.



Extensions to High Elms proposed to be demolished outlined red (Lane Court is the white building immediately to the south-east)

The proposals seek the conversion of the historic High Elms building following the demolition of the two and three storey additions towards the rear and side with the erection of a three storey contemporary designed rear extension. The conversion would result in residential accommodation on each floor totalling 16 rooms ranging in size from 20 sqm to 42 sqm. Some internal walls are shown as being removed to facilitate the conversion. Whilst the building does have a basement no specific works are identified on the proposed drawings in respect of this space. Due to the high levels of the ground floor of this building access into the building is via the existing stepped front access with a secondary stepped side access. Located to the north of this building it is proposed to erect a bin store with a cycle store proposed to its southern side connecting with the proposed part 3 and part 4 storey building.

Consultations

The application was subject to two periods of notification following confirmation from the applicant's agent of the submission of revised proposals. These notifications were undertaken by way of letters sent to neighbouring occupiers, posting of site notices, and advertisement in the Manchester Evening News.

In response to the first notification 28 objections were received and in response to the second notification of revised proposals a further 2 objections were received from local residents. A summary of the comments is set out below:

High Elms is a listed building and is our precious heritage. The application is totally inappropriate, completely oversized and out of keeping with the conservation area.

This proposal does not complement the distinct historic and heritage features of the Victoria Park Conservation Area, namely large houses set in spacious grounds. The proposed increase in footprint would replace, and therefore remove for ever, a sizeable piece of spacious grounds, and the development works risk damaging and even destroying other parts of the historic environment due to the need to transport materials to site, to dig foundations, and to set up scaffolding to three and four storeys. The proposal does not enhance the historic environment, the character and setting of the Grade II listed section of the building. Instead it will detract from the character and setting by replacing a section of mature grounds due to the larger footprint. The view of the mature grounds to the south of the site would be completely destroyed.

Precedents have already been set for refusing planning permission for similar developments in the Victoria Park Conservation Area. These precedents indicate that this current application must also be refused.

The proposal is out of scale with the plot, the adjacent listed building and the area as a whole.

It would be great to see High Elms being brought back to use but the proposal simply ignores the massing and the setting of the listed building and should be refused.

Rusholme and Fallowfield Civic Society -

1. The proposal will result in over-development of the site; the new footprint takes over the entire plot compared to the existing extension;
2. The proposed density is over 7 times higher than that stated in MCC core policy for the area;
3. The loss of open green space is detrimental to the setting of two Grade II listed buildings - High Elms and Lane Court (adjacent to the development);
4. The proposal is contrary to the character of the Victoria Park conservation area - a leafy Victorian suburb characterised by villas in garden setting;
5. The design of the scheme is of poor quality: it shows attempt to mimic the original bays and stone copings of the gables resulting in badly proportioned façades and poor detailing;
6. The proximity to the adjacent Lane Court is of a serious concern - the distances to the existing residential hall have been further reduced; the proposal will result in overlooking, loss of lights and visual amenity;
7. The development itself does not provide sufficient amenity space for the new residents, nor does it offer sufficient indoor space for social interaction resulting in insulation, alienation and mental health issues among students;
8. Proposed energy centre will discharge exhaust into the amenity spaces of the Lane Court and will result in poor air quality for the adjacent residents;
9. The parking strategy is not balanced / resolved and will result in high numbers of additional cars parked on already congested residential streets;
10. Bat survey is out of date and should be resubmitted as a part of this application.
11. The proposal will set up a negative precedent in the area;

12. The overprovision of student accommodation in the area will destroy a fine balance between permanent residents and family homes and transient population. There are other brown sites closer to the hospitals and the universities (for example, former Gaskell Campus) that could be used for student accommodation;
13. Negative effect on the local community

Schuster Road and Park Range Residents Association -
The Association opposes this development on the following grounds :

The development destroys a major amount of the green space on the site - in fact it almost fills the land. Any development should only take up the footprint size of buildings there already - The green space should be preserved.

The proposed new building does not enhance the existing historic building (High Elms) in any way whatsoever - Indeed the front face of the new structure is particularly brutal and clashes markedly with what will remain. It is clearly a structure that has been designed for a brownfield site. No notice has been taken at all of the context of the site ie. A historic brick building in a large green space.

Views of High Elms will be particularly damaged - The new building (particularly with its zinc cladding) will be more 'imposing' than the original building.

There are brown field spaces within walking distance of the Conservation Area where this type of accommodation could be built.

110 serviced flats will increase the traffic in the road and parking problems in the area - it is already at bursting point with Victoria Park Mosque in the same street which is grid-locked when any event takes place there.

The precedent that will be set for the rest of the Conservation Area - ie. the eventual loss of all the young trees and green space at all the historic sites in Victoria Park. 30 odd sites with at least 110 housing units (or more) on each, would not only completely destroy the conservation area but will have a significant impact on the surrounding areas outside.

The area has an 'over-supply' of temporary residents compared to permanent ones. This development exacerbates the problem of local sustainability.

In examining the Application we note what has been written in the developer's own Heritage Report. Firstly, the context part of the Heritage Report states : "the coherence of the landscaping {that} helps tie the area together as an entity, along with the residual Villa stock, and the generous nature of the plots."

Secondly, the report quotes the National Planning Policy Framework. "Paragraph 128 of the NPPF 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." These points are then totally ignored later in the report. How can the generous nature of the plots and the nature of their setting be retained when they are obliterated by new buildings on the green space.

Further the NPPF states : "Where a proposed development will lead to substantial harm to or total loss of significance of a designated heritage asset, local planning authorities should refuse consent"

There isn't any substantial public benefit to this development which cannot be met by a smaller development on the existing built over site. Further residential units (if required) can be met on brown field sites or other sites outside the Conservation Area. For these reasons the Schuster Road and Park Range Residents Association opposes this application.

Manchester Conservation Areas and Historic Buildings Panel - The Panel accepted that there needs to be a viable new use for the neglected listed building but felt that the proposals were an overdevelopment of the site that would be detrimental to the character of the conservation area and listed building. The Panel commented on the particular character of the conservation area is of large villas in a landscaped setting. The Panel noted that the existing extension was subservient to the listed building and that the new building steps forward of the existing building line which would create more dominant elements and contribute to it being out of scale with the existing building. The Panel commented that the design and scale reflected more of the aesthetics of a converted mill rather than that of buildings in the conservation area. The Panel couldn't see any architectural strategy for the site and the configuration has no reasoning behind it. They felt that the design needed to develop a clear form and rhythm and re-elevation work and that the proposals needed to respond to their context and wider streetscape. The Panel would expect to see high quality landscaping and boundary treatment. The Panel expressed significant concern over the poor condition of High Elms which is deteriorating and they asked the owners to carry out urgent works to repair the building and make it weathertight.

Manchester Civic Society – Object to the proposals on the following grounds:

1. Character and Appearance of the buildings The proposed buildings fail in terms of character and appearance because:

- The very elongated horizontal form of the extension is out of keeping with the Victoria Park Villas
- The fabric chosen is neither sensitive to the existing character of the villa, nor does it provide a charming contrast
- The zinc elements do not soften the form; they are discordant
- The flat roof on the extension at the back of the villa is unworthy. In terms of form and appearance, the existing extension, with its bay windows, is far preferable.

2. The site has already been developed by the existing extension. However, there is sufficient open space left on the plot to permit the plot itself to retain the character of the Conservation Area. To further extend beyond the current footprint would represent an overdevelopment of this site, even in terms of the City Council's own Policies and be totally inappropriate for this Conservation Area, one of whose principal characteristics is of large villas set in spacious gardens.

3. Negative impact on the overall Conservation Area The proximity to neighbouring residential properties of such a large block will detract from the quiet enjoyment to

which those residents are entitled, and irreparably damage the quality and character of the Conservation Area as a whole.

4. Harm to the Listed Building The interior of this building has been neglected to an extent which should not have been permitted for a listed building in a conservation area. This property should have been protected, and the owners required to undertake their maintenance responsibilities. It is totally wrong for the building to suffer further indignities by the changes planned here, which include:

- the loss of the second staircase
- the housing of the plant machinery for the extension within the Listed Villa
- the poor design of the flat-roofed rear extension.

5. Density - The density proposed for this site is over 350 units per hectare, which puts it in the same category as those classified in the Council's Policy H1 as high density, i.e. over 75 units per hectare. Even allowing for the fact that these units are single bedroomed ones, this is still a very high density to be imposed on a low-rise Conservation Area. It is only achieved by overdeveloping the site, and ignoring the probable impact of high density living on the area.

6. Parking - The parking provision is too small, just 19 spaces, 3 of which are for disabled drivers, for 127 occupants. This is a particular concern because the development is to be restricted to use by medical students who

- travel to a range of hospitals during training, not all easily or rapidly accessible by public transport
- work shifts which can finish at night.

The on street parking may be increased by this development.

Conclusion - This is a building and site which have been sadly neglected. The site is calling out for a sensitive development of its undoubted potential. Given the size of the existing permitted extension, in proportion to the original building, it seems to us that development here should be limited to the current footprint area of villa plus existing extension.

Historic England (North West) – No response has been received to the second notification of revised proposals.

In responding to the original proposals Historic England noted: As a historic site highly characteristic of the area in its date, quality, form and garden setting, the application site as a whole is considered to make a positive contribution to the character, appearance and significance of the conservation area. The remaining spacious, green setting of High Elms makes a positive contribution to the overall significance of the listed building. The 1930's extension lends some understanding to the development of the conservation area over time, and is appropriately subservient to the principal building in architectural terms. However on balance with its relatively modest architectural interest and intrusion upon the historic setting of the principal listed building, it is not considered to make a notable contribution to the listed building or conservation area.

Historic England indicated that *“the 1930’s extension to high Elms is not considered to make a notable contribution to either the listed building or conservation area, and its demolition would therefore not cause considerable harm in heritage terms.”*

They confirmed that *“the principal of establishing a sustainable use for the historic residence is welcomed as a central part of its long term maintenance and conservation.”*

Historic England did raise concerns with the original proposals impacts in terms of the amount and design of the proposed development. In particular, they raised concerns that *“the footprint of the proposed new building is substantial, and erodes a considerable proportion of the historic garden setting. It also has the effect of creating a large and visually dominant building, which disrupts the setting and legibility of the historic residence as the principal building on site. As a result, Historic England does not consider that the proposal conserves or enhances the significance of the listed building or conservation area, and causes harm to these associated heritage assets.”*

Historic England advised at that stage that the application be withdrawn in order to explore a more balanced solution on site. *“While it would be ideal in heritage terms not to introduce a subsequent extension to the historic residence and fully restore its characteristic garden setting, we can reasonably accept the subsequent introduction of a new build element on site, provided it conserves or enhances the overall significance of the listed building and conservation area. The principal way of removing or meaningfully reducing the level of harm is to reduce the amount of new development proposed, allowing for more green space surrounding the principal building and avoiding heights and massing which challenge the appreciation of the main residence as the principal building of the site. In addition to this, the following points are advised to be considered to reduce harm in heritage terms:*

- Reduction in the amount of new development on site;*
- Reintroduction and conservation of green, open space around the High Elms residence;*
- Setting back new development from the line of the High Elms residence principal elevation*
- Lowering the height of the new development (e.g. new proposal eaves height lower than that of the listed building)*
- Opportunities taken within the new development to better reflect the form, layout, massing, detailing and materials of those elements which make a positive contribution to the character of the conservation area.*

Whilst the applicant indicated that they did not wish to withdraw the application, they have stated to the Council that they engaged with Historic England to resolve the concerns raised to original proposals. It is the Council’s understanding that the applicant discussed the revised proposals with Historic England prior to submission of these formally to the Council. At the time of this report being written the City Council as local planning authority had not received further correspondence from Historic England following the renotification of these revisions.

Greater Manchester Archaeology Advisory Service - Consider that there are no archaeological requirements for this scheme.

Policies

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 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.

Policy DC19.1, *Listed Buildings* – 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 189 indicates that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 191 states where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

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.

Paragraph 202 states that local planning authorities should assess whether the benefits of a proposal for enabling development, which would otherwise conflict with planning policies but which would secure the future conservation of a heritage asset, outweigh the disbenefits of departing from those policies.

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.

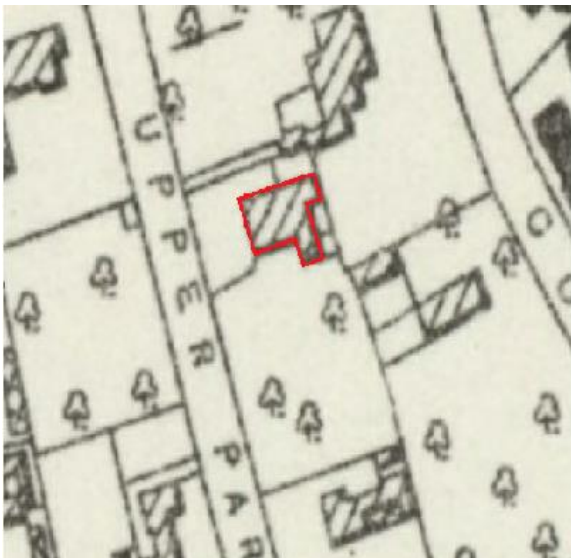
Issues

Impact of the proposals on High Elms Grade II Listed Building and its setting

The application proposals would result in the demolition of a number of extensions to High Elms. Whilst it is noted that in Historic England’s response to the original notification they did not object to the proposed demolitions, the Council does not consider that the removal of the 1930s side extension or other extensions have been subject to a full assessment of its significance and no surveys have been submitted to the Council that would indicate that these elements are not capable of retention and refurbishment, therefore in the absence of such an assessment its loss has not been fully justified by the applicant.

In addition to the linear 1930s extension the proposals would involve the demolition of other parts of High Elms that may have been later additions to its rear (east elevation), these are referred to as “more recent poor quality extensions” within both the Planning Statement and Heritage Assessment accompanying the application. However as can be seen below some of the additions to the property whilst being ‘newer’ are still of an age predating 1948 and their demolition requires a full assessment and justification. The submitted information and survey work fails to set this out and is considered to be misleading in terms of its dating of these additions.

When comparing the building footprint of High Elms from the 1894 Ordnance Survey plan and the submitted demolition plan for the ground floor the footprints of the building particularly to its rear (east elevation) are very similar in extent. The photograph below also clearly suggest a built from which is not of a 20th Century origin given the detailing, use of slate and brick work and whilst they are clearly additions to the original High Elms building they contribute towards its significance. It is therefore considered that the justification for the removal of these parts of the Listed Building have not been fully assessed in terms of their significance or justified for removal.



1894 Footprint of High Elms (edged red) compared to the submitted demolition plan with area to be demolished infilled red)

Map reproduced courtesy of the National Library of Scotland



Photograph of the rear of High Elms with later extensions edged red

Works to re-use and refurbish High Elms would derive a benefit to the designated heritage asset, the applicants Heritage Statement indicates “the works to the interior are ‘light-touch’ and represent a minimal intervention in the fabric of the building, limited to refurbishment and restoration. Where original features, such as the staircase and decorative detailing, remain, these will be retained so that its interior will be little changed”.

Internal and external works to refurbish High Elms are considered to be beneficial to the listed building. Whilst significantly more detailed information would be required to support the proposed works in terms of further surveys, details of reinstated walls following demolition works, and method statements for works the general principles indicated in the submitted information for a ‘light-touch’ approach would be acceptable.

The submitted roof and internal survey of the building undertaken for the building owner in January 2017 identifies a number of issues with the building fabric which it suggests is visibly in a poor condition due to lack of use and vandalism particularly to the building roof coverings. Whilst the survey indicated further investigation would be required the following was identified in January 2017:

- a) Vandalism and theft of the roof covering has introduced heavy water ingress into the building, causing damage to the structure, fittings and finishes.
- b) In the short term, to prevent further deterioration, temporary roof coverings will be required to make the building watertight and allow the internal environment an opportunity to start drying out.

- c) Due to the water ingress the structural integrity of the floor and roof structures is questionable. To undertake a programme of refurbishment the floor and roof structures will require propping to create a safe platform to remove the defective finishes and linings. Once the structural members have been uncovered, allowed to dry out and inspected a more thorough assessment of their condition can be made.
- d) There are significant areas of damage to the wall and ceiling linings and a number of areas of collapse where the laths have failed. It is likely that large parts of the internal linings will require renewal.
- e) The roof will require stripping and recovering. Abutment flashings and leadwork to the eaves parapet gutters will require renewal. It is likely that some slate will be in a sufficient condition for re-use.
- f) All above and below ground drainage will require further survey and investigation before reuse.

The Council is unaware as to whether the current building owner sort to resolve any of the issues identified in this report prior to the submission of the current application later in 2017. However, correspondence was sent to the owner from the Council, as local planning authority, in January 2019 identifying continuing issues with the building fabric particularly roof coverings. The correspondence from the Council also reiterated measures previously recommended in email correspondence to prevent rapid further dilapidation/deterioration of the building. No response was received from the building owner to this correspondence. In instances where there is evidence of deliberate neglect of, or damage to, a heritage asset the National Planning Policy Framework indicates that “the deteriorated state of the heritage asset should not be taken into account in any decision” (paragraph 191). Whilst the applicant in this instance is not the current owner of High Elms and not responsible for its maintenance, it is considered that the details set out above indicate deliberate neglect over the past 3 years with little attempt to stabilise the Heritage Asset. As such the Council as local planning authority and as advised by the guidance contained in the NPPF, is not taking into account the deteriorated state of High Elms in coming to a decision on the planning application proposals.

The proposed three storey extension to the rear of High Elms does give rise to some concern due to the lack of details provided with the application. Not all elevation drawings of this element of the proposal have been provided and no details of proposed materials are included. Whilst the design approach of a simple contemporary extension may be acceptable there does not appear to have been any attempt to design an extension that reflects the character of the host building. The current extensions to the rear allow appreciation of the detailing of High Elms at first floor and roof level including windows and chimneys. The proposed three storey rear extension would result in these details of the Listed Building being hidden from view. It is therefore considered that the proposed three storey rear extension would give rise to significant harm to the architectural and historic character of the Listed Building.

The erection of a part 3/part 4 buildings within the grounds of High Elms is considered to give rise to harm given its height, scale and siting. Whilst the existing 1930s extension does extend into an area that would have previously formed a larger landscaped setting to the building, its lower two storey scale set back from the main

frontage of High Elms and retention of space to the front side and rear gives it a subservient presence within the site and from Upper Park Road. The proposed building would have the opposite impact becoming visually dominant on the site and when viewed from the street. Whilst a visual impact assessment has not been submitted alongside the application it is considered that the proposals would result in harm to the setting of the Listed Building and against the tests within the NPPF this harm is considered to be of a higher magnitude of less than substantial harm.

The proposals are considered to give rise to less than substantial harm but this harm is not considered to outweighed by the public benefits of the proposal which have not been demonstrated in the application submission. As set out above the proposals would have significant impact on the setting of High Elms and are therefore not considered to accord with section 16 of the NPPF in particular paragraphs 192, 193, 194, 196, and 202 of that document, policy EN3 of the Core Strategy and saved Unitary Development Plan policy DC19.

Other Matters

Whilst Historic England have not responded to the renotification of the revised proposals the applicant's agent has written to the Council to indicate their belief that it is of material importance that the views of Historic England be put before Members of the Committee noting the importance they felt were placed on the original comments from Historic England at the time they were objecting to the original proposals. The Council notified Historic England of the revised proposals and in this instance they have not responded at the time of the preparation of this report. The Council cannot compel a response from a consultee and regard has been paid to the original comments of Historic England as summarised in this report.

However, the City Council as local planning authority has thoroughly assessed the revised proposals in terms of the heritage impacts and as demonstrated in this report considers them to be contrary to local and national planning policy.

Conclusion

The proposals are not considered to preserve or enhance the historic environment, the character and setting of the Grade II Listed High Elms. Regard has been had to the benefit that would derive from the re-use of the High Elms listed building as set out on the submitted application drawings. However, as indicated in the preceding sections of this report these benefits are outweighed by the identified harm that would be caused to the Listed Building and its setting. The proposals are therefore considered to be contrary to policies SP1, EN3, DM1 of the adopted Core Strategy, saved Unitary Development Plan policies DC18 and DC19 and, National Planning Policy Framework paragraphs 127, 130, 189, 190, 192, 193, 194 and 196.

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

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

Recommendation REFUSE

Reasons for Refusal -

1) The proposed development, due to its siting, footprint, scale and height would be harmful to the spacious character and landscaped setting of the site; would form an unduly prominent feature in the street scene; and, as a result would have a detrimental impact upon the Grade II Listed Building 'High Elms' and its setting contrary to Policies SP1, EN3 and DM1 of the Core Strategy; saved UDP Policies DC18 and DC19; the Guide to Development in Manchester SPD; and, National Planning Policy Framework paragraphs 189, 190, 192, 193, 194 and 196.

2. The applicant has failed to provide an adequate assessment of and justification for the demolition of parts of the Listed Building and has therefore failed to demonstrate that the loss of those parts of the Listed Building is acceptable contrary to policy EN3 of the Core Strategy, saved Unitary Development Plan policies DC18 and DC19 and paragraph 194 of the National Planning Policy Framework.

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: 117961/LO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

National Amenity Societies

Rusholme & Fallowfield Civic Society

Greater Manchester Archaeological Advisory Service

Historic England (North West)

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:

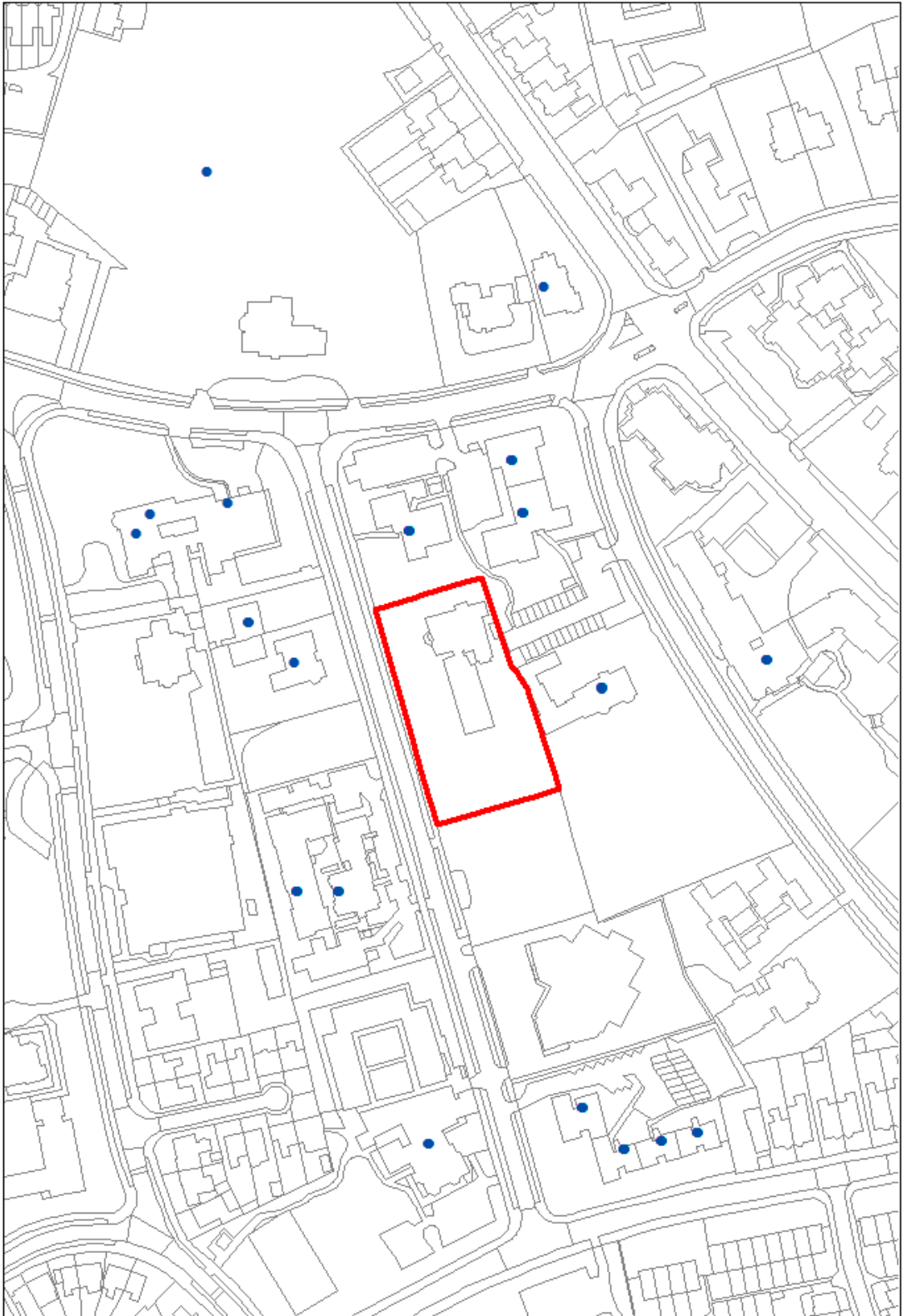
Historic England (North West)

Greater Manchester Archaeological Advisory Service

Rusholme & Fallowfield Civic Society

Schuster Road and Park Range Residents Association

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
123188/FO/2019	1st Apr 2019	13th Feb 2020	Rusholme Ward

Proposal Installation of fencing and gates to campus boundaries between 2.4 m and 2.7 metres in height

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 Rd, Altrincham, WA14 2FH

Description

The application proposals relate to the boundary walls around the Xaverian College campus which is located in the Rusholme ward of Manchester. The College occupies a mix of new and converted buildings focused around an open area green space, however the Campus is spread over two distinct areas to the east and west of Lower Park Road. Many of the older buildings on the Campus are former residential villas which have been converted and extended to accommodate educational use. The campus is located within Victoria Park Conservation Area and contains the Grade II listed buildings known as Ward Hall, Marylands and Firwood which have all been converted for educational use in the past.

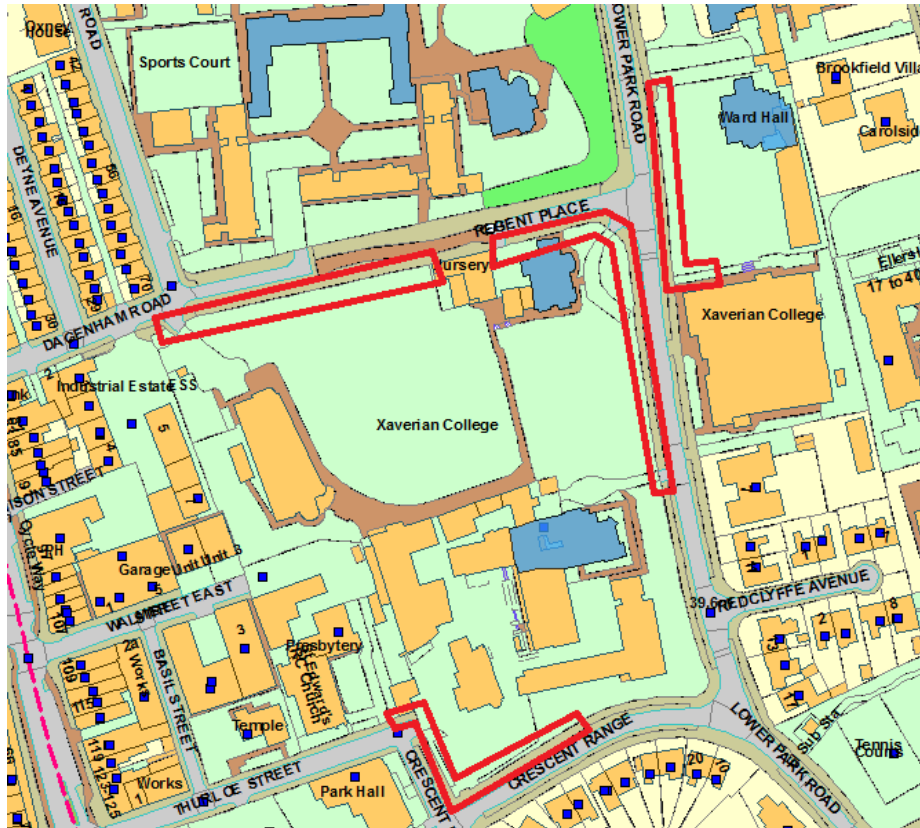
The northern boundary of the campus fronting Regent Place is formed of a high brick wall with mature boundary trees behind with a weld mesh type fence towards the eastern end of this boundary to the front of the listed Maryland building. The boundary then has a series of stone gates and posts to the entrance to Marylands before returning to a brick boundary wall along Lower Park Road with a further set of stone gate posts and gates at the entrance to the listed Firwood building. The boundary wall appears to be of an older age at this point with banding, coping stones and pier detailing which is absent on that part of the wall further to the north. The height and style of this boundary wall continues to the south and west along Crescent Range before a change in material to stone to the front of the Sunbury building and around on to Thurloe Street.

The existing boundary treatment to the front of the Grade II listed Ward Hall on Lower Park Road consists of a red brick boundary wall with stone coping and a lower level metal railing on top, there are gate posts and gates to the entrance to Ward Hall although these are not the original gates and posts.

Application proposals

The application proposals have been amended since their first submission by the applicant following responses to the notification period and concerns raised with regards to the extent and type of boundary treatment proposed. As such the current

proposals are for the installation of ornamental steel railings to certain areas of the existing boundary treatments either as a standalone boundary treatment or as an addition to existing boundary walls to provide a consistent type of boundary treatment around the Campus. The extent of the proposed boundary treatment amendments are highlighted on the site plan below.



Areas of proposed boundary treatment amendments are edged in red (Listed buildings on the Campus are marked blue)

Where ornamental railings are to be attached to existing boundary walls this would be undertaken in a manner where the railings would be flush to the front face of the existing wall to ensure that footholds are not created to facilitate access over the wall and railings.

In detail the proposals seek permission to:

- Install 2.4metres gates and fence to the north western corner of the campus to the vehicular access from Dagenham Road.
- The repair and maintenance of the existing boundary wall on the northern boundary with Regent Place;
- The insertion of a new railing type gate within the non-original boundary wall on Regent Place to allow views from Regent Place through to the Listed Building known as Firwood (the most southern building shaded blue on the map above) – This would allow compliance with the requirement for the new Teaching Block building being constructed on the north eastern edge of the campus under planning permission 123274/FO/2019 granted by Committee in August 2019 to provide additional views into the Campus and of Listed Buildings.

- The removal of 2.7m high weld mesh fencing around the Marylands Listed Building and replacement with the same height but with an ornamental railings type finish on Regent Place.
- Provision of ornamental railings to the top of the existing boundary wall from Marylands to Firwood along Lower Park Road to an overall height of 2.4 metres.
- Provision of ornamental railings to the top of the existing boundary wall to the front of the Sunbury building along Crescent Range and onto Thurloe Street together with replacements gates to an overall height of 2.4 metres.
- Provision of ornamental railings to the top of the existing boundary wall to the front of the listed Ward Hall building on Lower Park Road and provision of gates between that boundary wall and the College building to the south.



Example type of ornamental steel fence proposed

Following comments received to the original proposals a supporting statement was submitted by Xaverian College to outline the requirement for the proposed amendments to the existing boundary treatments. This states:

Obligations: As a Sixth Form College providing full time education to in excess of 2300 young people (16-18) studying at Years 12 and 13, Xaverian is obliged to fulfil the safeguarding duties placed upon it through;

- The Education Act 2002
- The Health and Safety at Work Act 1974
- The Management of Health and Safety at Work Regulations 1999

In addition, the College is asked to consider how it can seek to work within the Department for Education's Non-Statutory Security Guidance 2018. Sitting within the Ofsted Common Inspection Framework, the College must be able to demonstrate the quality of its safeguarding provision.

Reducing Risk: The College seeks to, wherever possible, reduce the physical risk to the welfare, health and safety of students, staff and those legitimately visiting the College. Educational providers, from early years provision though to Year 13 will typically:

- operate out of a single building without grounds with the option to immediately or continuously prevent access from non-vetted persons.

- operating on a site with external grounds (either single or multiple buildings) with a secure perimeter to immediately or continuously prevent access to non-vetted persons.

Xaverian manages an estate of 8 buildings, each with multiple entrance and exit points together with grounds having entrance points from Thurloe Street, Dagenham Road and Lower Park Road (6 entrance points). Perimeter walling is varying in height throughout and is of a height that renders the campus easily accessible by others. The Campus is also bisected by Lower Park Road.

The College is of the opinion that it is clearly out of kilter with other educational providers and should seek to reduce the risk posed by the potential activities of others that might threaten the health, safety and welfare of its community. Whilst there are clear benefits to securing the College's site for the purpose of ensuring the security of property this is not the primary intention of this application. Xaverian is aware of the risks posed by:

- non-vetted individuals accessing its site
- its inability to fully secure perimeter access should an emerging situation arise that would place an immediate risk to the health, safety and welfare of its students, staff and visitors.

Management of an Estate of Historical Significance: Xaverian College has operated at its current home in Victoria Park for over 100 years. During the College's time within Victoria Park, the College has taken continuous steps to maintain the buildings in its ward and preserve the nature of its campus. For this reason, the College has set aside sums to ensure any installed fencing is in keeping with the historical nature of its grounds and other nearby estates. The College would also seek to introduce additional perimeter planting to further compliment any installed fencing. The College is aware that sections of its perimeter walls (in particular Thurloe Street and Crescent Range) show clear evidence of previously installed wrought iron fencing although, as with many public estates and private dwellings, these are thought to have been removed during World War II. In seeking measures to secure its campus, the College would seek to introduce / reintroduce fencing of an appropriate, yet secure design, examples of which can be seen at the adjacent St Edward's RC Church (Thurloe Street)



Example of other similar fencing and gates installed at St Edwards Church on Thurloe Street adjacent the Xaverian Campus and also within Victoria Park Conservation Area

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 addresses within the vicinity of the application site 27 responses were received objecting to the proposals, a summary of the comments received is set out below.

Councillor Ahmed Ali commented on the original application proposals - I am writing to support local residents' concerns in relation to this planning application.

The people living in this area value the protection and maintenance of architectural heritage features within the Victoria Park Conservation Area, and this includes notably simple brick and stone boundary treatments.

The tall iron fences and gate work, by reason of its scale, design and materials, is out of keeping with and is detrimental to the character and appearance of the listed buildings, surrounding Xaverian College in the Conservation Area. The Tall Iron fences and gate work in our opinion is in contravention with the Section 12 of the National Planning Policy Framework.

The proposal to build up boundaries to a uniform 2.7m height via additional railings (and wire mesh on Regent Place) will be visually obtrusive and overbearing. The proposal therefore involves a public interest cost in terms of heritage and visual amenity, as the College seems to acknowledge.

But the College in its supporting Statement does not adequately explain the safeguarding benefits it intends to achieve, or to demonstrate that these will be on a scale to offset this public interest cost.

If out-of-hours intrusion is a key issue, other measures (such as CCTV) could surely be introduced. During college hours given the open plan character of the different sites on the campus, higher fencing does not seem to offer added safeguarding value.

Residents -

- The proposal should be adjusted to incorporate more sympathetic design that would enhance the character of the conservation area, namely - lower railing on top of existing walls to restore the original look.
- Extra care should be taken to protect existing mature trees. Current gates position within root protection zone will be damaging for the trees.
- I object to this application as it would result in a significant damage to the character of the Victoria Park conservation area and the setting of a number of listed buildings along Lower Park Road.
- The applicant claims that the proposed measure is required for the safety and wellbeing of students. Taller fences and gates however will make no difference to their safety. The college ground is completely open during the day. Gates are locked only after all students left the college. The requirement for the taller gates and fences is therefore to prevent night-time breaking in. This is an operational issue and could be resolved by the installation of CCTV cameras and an introduction of a night-time guard.
- The application fails to illustrate the exact impact of the proposal as there are no visuals included in the submission. there is a good reason for that: if implemented the scheme will make the entire Lower Park Road look oppressive and block the view of the listed buildings.

Rusholme & Fallowfield Civic Society – Object to the application proposals.

We consider that the planning application is contrary to Manchester City Council's adopted planning policies in relation to heritage assets and their preservation. On this basis, we request that the planning department determines/recommends refusal of the application or requests further modifications to the proposal.

We welcomed the opportunity to meet with the college and to review the proposal. The meeting was attended by members of the society, local historians, local residents and Cllr A.Ali. It was a constructive meeting which allowed us to understand college's objectives and responsibilities regarding the safeguarding of its students. We also understood that the proposed increase in railing height is to provide a deterrent for a staged lock-out operation should it be required.

There is no prescribed height to be achieved and the actual design is down to the institution itself. In the case of Xaverian, the character of the Victoria Park conservation area and the settings of the three listed buildings should be also taken into consideration.

It appears that the college shares our view of the area and would like to put forward a solution that would satisfy the above points. We hope that our first meeting is a start of a future partnership and more open liaison with the college. As the result of our meeting a number of changes have been incorporated and the proposal is an improvement from the previous submission.

There are, however, still some areas of concern and, consequently and regrettably, our current position is to object to the application until these are resolved. We have suggested to hold another meeting with the college which could not be accommodated by the college.

Overall Impact:

The current pack of information provides plans and diagrams of the proposed edge treatment. Unfortunately, the overall impact on the streetscape and views along Lower Park Road is not shown and therefore cannot be fully assessed.

We agree in principle that the inclusion of new decorative railings on top of the existing stone and brick walls is acceptable. Following the meeting with the college we walked down the Lower Park Road and the adjacent streets. The walls in the area still contain the remains of the old railings / posts that were included in the original design for the villas' boundaries; cut down during WWII. These railings however were much shallower than the proposal put forward by the college.

Walking down the main route along Lower Park Road it is apparent that 2.4 m height would be too imposing, overpowering and damaging for the character of the area and the setting of the listed villas. The alternative 2.1m overall height would be in keeping with the proportions of the walls and would also act as a sufficient deterrent. Shallower railings applied continuously along Lower Park Road (would create a much stronger appearance and will enhance the area. Fragmented taller railings would have the opposite effect.

Particular attention should be paid to the setting out of the railings along Ward Hall car park where the levels rise towards the entrance gates. The corner of the car park already achieves a height of 2.2-2.3m from the pavement.

Our proposal would be to reduce the height along Lower Park Road, around Maryland Entrance and down Crescent Range to 2.1m of continuous decorative railing.

Gates:

The application does not provide sufficient details for the proposed gates. We would like to see those included in the application at reduced height along Lower Park Road.

We are concerned that the proposed curved step-back railings and gates will damage the root system of the existing mature trees. The proposal is trying to avoid using existing posts, which is not necessary as the stone posts should be able to support the new gates at 2.1m height. Gate design therefore should be looked at in more detail to avoid damage to the trees and to fit within the area.

The existing gates at Thurloe Street/Crescent Range junction are in a good condition, in line with the new railing design and measure 2.3m in height. These gates look appropriate for the area and in a case of emergency would provide sufficient barrier for the lock-down operation. The proposal is to remove the existing gate and to replace with new gates of 2.4m height. We consider this proposal unnecessary. The existing gates should be retained to reduce the carbon footprint of the project.

Setting-out

Once the heights are agreed we would like to see detail setting-out of the gates and railing. This could be provided as a condition to the main application.

We are happy to meet with the college and the planners to refine the design as listed above. Until then we would retain our position on the matter.

Manchester Conservation Areas and Historic Buildings Panel - The Panel noted that the character of the area was mainly of original walls which fitted in well with the area and that fences of this design and height would be an incongruous element in the conservation area and felt that the proposed new fence would have a considerable impact and change the areas residential character. They felt that the cumulative impact would be great and requested that alternative methods for security and safeguarding be looked at in more detail.

The Panel felt that the proposed fences were very high at 2.7 metres and asked if they could be reduced. They felt that the weld mesh design looked poor and that the railings themselves seemed of a very standardised product. They also noted that the proposed black colour would be too stark.

MCC Highway Services - The boundary treatment proposals as depicted on drawing reference 5154-PAL-XX-XXDR-A-1104 Rev A is acceptable in principle to Highways providing that it is confirmed that the gates proposed at the Lower Park Road entrance open inwards so that they do not obstruct the footway.

MCC Neighbourhood Services (Arborists) – Raise no objections to the proposals in terms of impacts on trees, they have reviewed the submitted method statement and indicate that construction workers installing the railings should be familiar with it.

GMP Design for Security - Where fencing is to be installed on existing brick boundary treatment, the fencing should be installed to be flush with the existing brickwork to ensure no footholds are created.

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 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.

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.

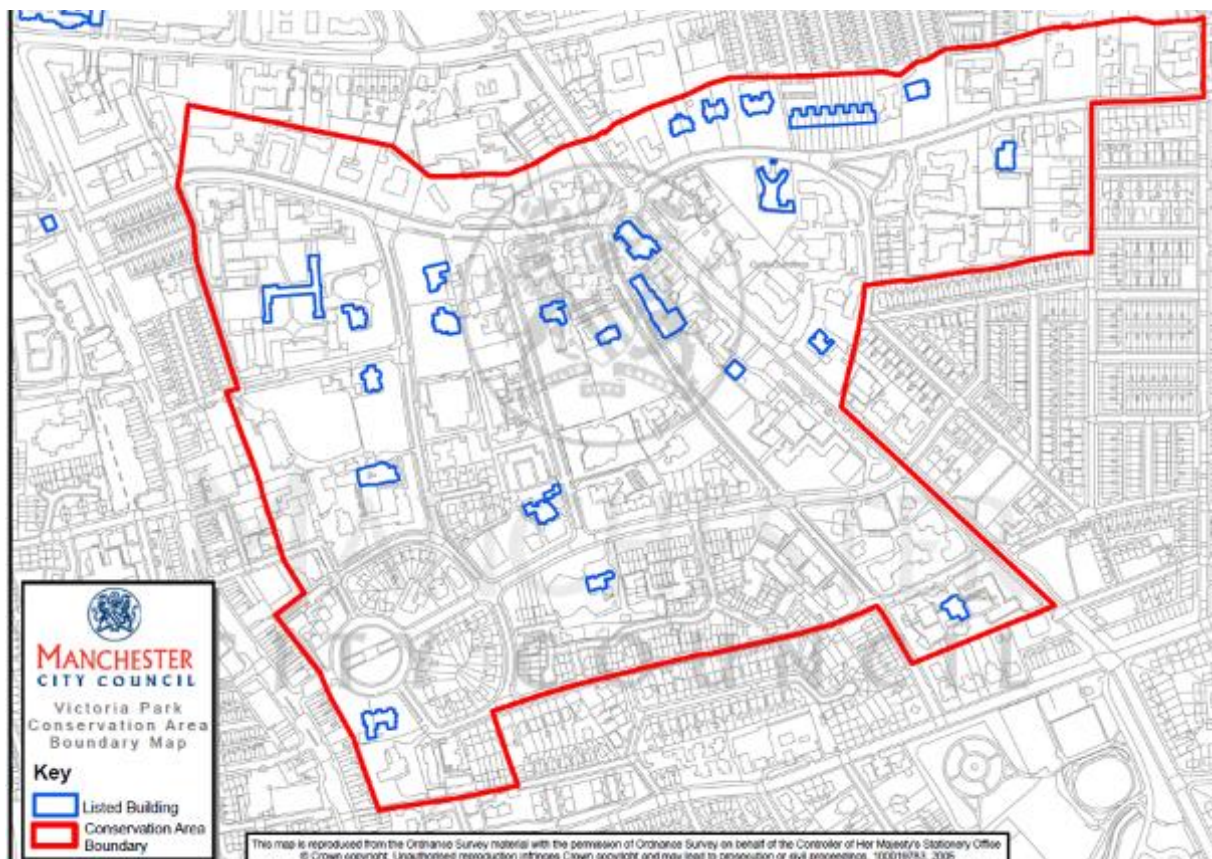
Issues

Principle

The general principle of the installation of boundary treatments around an educational facility is considered acceptable. In this instance further consideration is required to the impacts of the proposals on Victoria Park Conservation area and the grade II Listed Buildings on the Xaverian Campus known as Ward Hall, Firwood and Marylands.

Impact on the Victoria Park Conservation Area

Victoria Park conservation area was designated in March 1972. It extends from the backs of properties to the north of Daisy Bank Road and Oxford Place to Kent Road East and West, and Rusholme Grove in the south. The west boundary is Oxney Road and the backs of properties on Wilmslow Road. To the east the boundary is formed by Anson Road, the backs of properties on Langdale Road and Laidon Road, the backs of properties on Daisy Bank Road, Scarsdale Road, the backs of properties on Langdale Road and Anson Road.



The Conservation Area description notes that “In many cases the large spaces between buildings have been maintained and a significant number of trees retained. The gardens are enclosed by walls of stone or brick, most of which are of medium height with or without a hedge behind them for additional height. Other walls are high enough to screen the house and grounds entirely from the road. At the entrances to properties there were large gates and gate piers, many of which have unfortunately been demolished”.

Given the extent of the Xaverian Campus it contains a variety of types and heights of boundary treatments which is generally reflective of the Conservation Area as a whole which does have a range of boundary types reflecting the various ages of development and renewal that have taken place over the last 185 years as demonstrated in the photographs below.



View North of Upper Park Road – Timber fencing, brick walls (left), and brick walls with decorative railings (right)



Corner of Denison Road and Conyngham Road – Low brick walls (left), Low stone walls and chain link fencing (right)



Denison Road looking east – Low stone walls with railings(right), low wall with hedging (left)

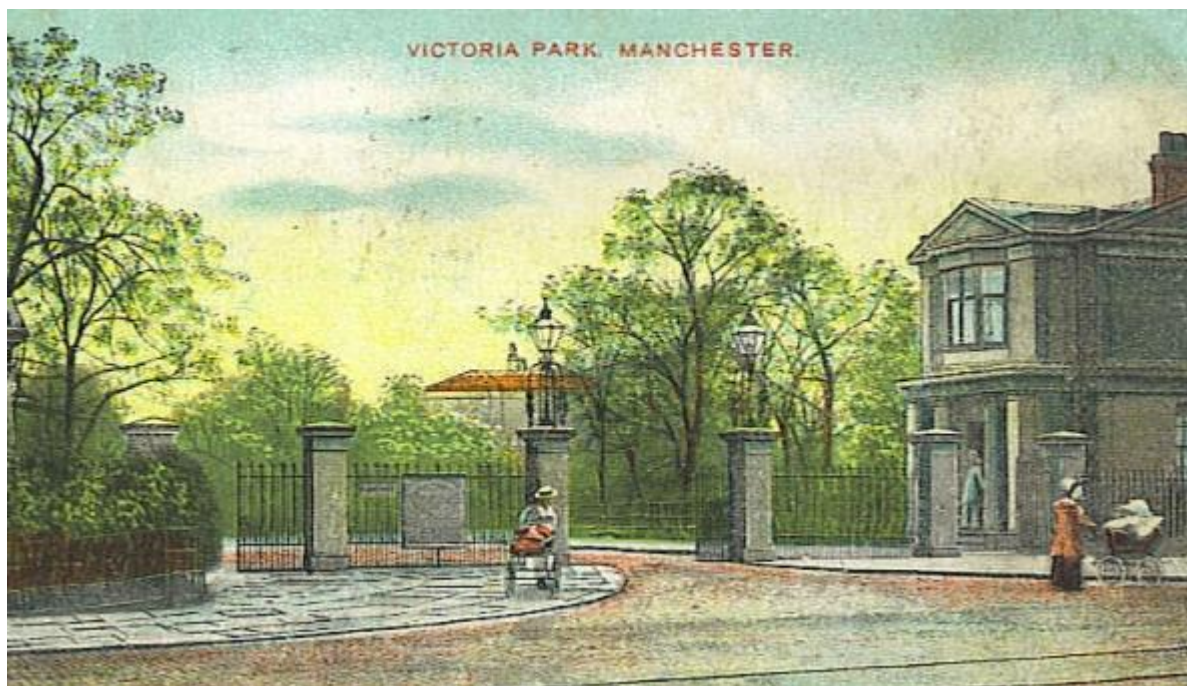


Oxford Place looking east – Low stone walls (left), low brick walls/piers and railings (right)



Oxney Road looking north-east – Brick wall, railings and weld mesh fencing

The application proposals would not result in the replacement of historic boundary walls or gate posts but additions to them in the form of steel ornamental railings and gates. There are other examples of railings in the Conservation Area of varying ages and types with most being painted black. In addition to existing railings within the Conservation Area there are still remnants within the existing boundary walls around the Xaverian Campus that indicate the former presence of railings to some stretches of wall as seen in the photograph below of the boundary wall to the Crescent Range frontage.



Postcard of one of the original entrances to Victoria Park – Piers and railings

The proposed addition of ornamental steel railings would not be an incongruous addition to the existing boundary treatments to the Xaverian Campus and are not considered to give rise to unacceptable impacts on the character of the Conservation Area. The railings would retain visual permeability into the Campus where such views exist currently and reflect historic boundary treatment types that were present at the time of the formation and laying out of Victoria Park in the 1830s and 40s. Concerns have been made regarding the height of the proposed boundary treatments and that these should be reduced. The applicant has amended the originally submitted proposals which did include to increase the boundary treatments to 2.7 metres in height and incorporate some elements of a weld mesh type fencing and provided railings to a larger extent of the boundary walls. The reduction in height to a majority of the proposed railings together with a reduction in the amount of railings now proposed to the boundary walls it is not considered that the proposed height of railings to the majority of the boundary walls would be so harmful to warrant refusal of the proposals.



Remnants of former railings on boundary wall at Xaverian Campus

Given the range and types of boundary treatments and that evidence indicates that elements of the existing boundary walls have previously had railings it is considered that the principle of the proposals would give rise to less than substantial harm to Victoria Park Conservation Area and the magnitude of harm would be sit at the lower scale of harm.

Impact on the Grade II Listed buildings Ward Hall, Maryland and Firwood

Ward Hall (Grade II Listed Building)



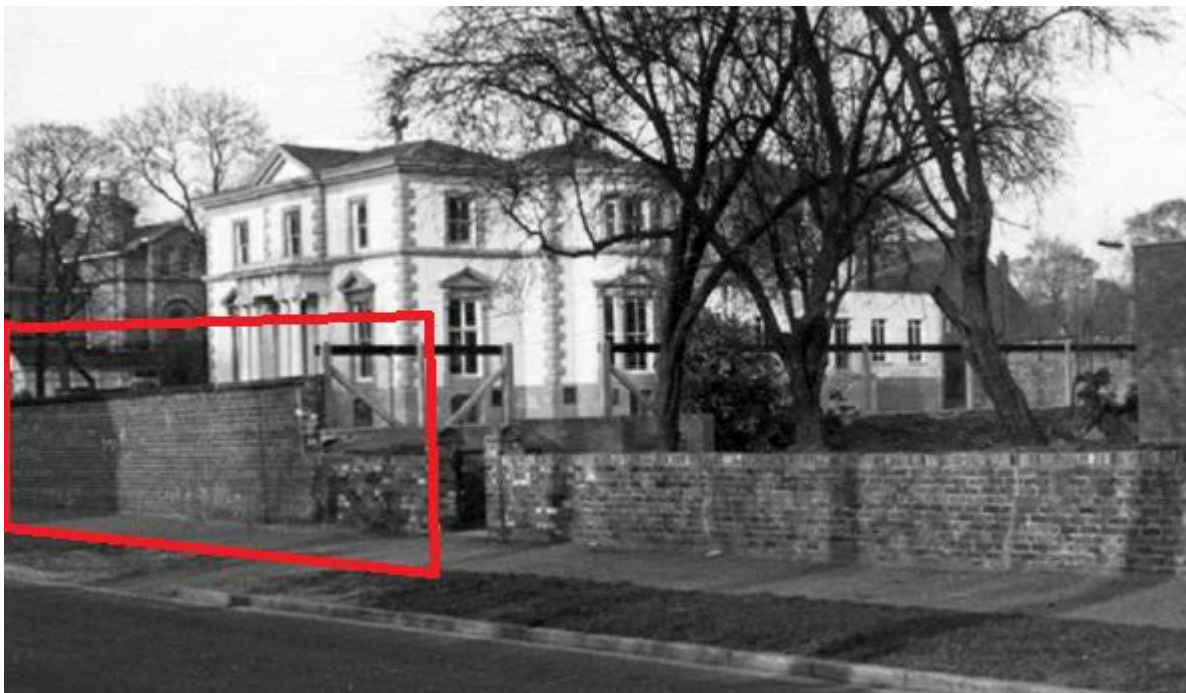
Ward Hall was a Villa constructed circa 1840 but now in use as part of the wider Xaverian Campus. Ward Hall was subject to refurbishment works and extensions relatively recently.

The front boundary wall has stone copings and a low metal railings attached to the top with hedge and tree planting at a higher level behind. Greygarth Hall another listed building immediately neighbours Ward Hall to the north. The brick wall is approximately 1.3 metres in height at its lowest point (although higher where it bounds with Greygarth Hall) and the proposals would increase the overall height of the boundary to 2.4 metres with a further 1.1 metres of railings attached to the top of the wall. The gate posts would be extended upwards to enable new 2.4 m gates to be installed, these posts are not original and it is understood were installed as part of the refurbishment and extension works to Ward Hall.



View looking southwards along Lower Park Road, the boundary wall and railings to Ward Hall is on the left of the picture

A photograph from 1976 appears to show a much higher boundary wall to the front of Ward Hall than the current wall (see below). It is considered that the inclusion of higher railings and gates than those currently in situ would not harm the setting of Ward Hall which could still be appreciated from Lower Park Road albeit through the railings and hedgerow at the front of the site.



Ward Hall (1976) – Higher boundary wall present to the front of the Listed Building

Firwood (Grade II Listed Building)

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. It is a 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 main building is set approximately 18 metres from the boundary wall with the entrance gates set 23 metres to the north of the building. The proposed railings would be installed to the top of the boundary wall to a maximum overall height of wall and railings of 2.4 metres. The railings would extend to the left of the gates by the extent shown in the photograph below, whilst to the right the railings would extend the full length of the boundary wall to the front of the Marylands building. The original stone gate posts are to be retained with new steel gate posts set behind to take the proposed 2.4 m high ornamental steel gates.



The red lines mark the extent of the proposed railings and gates to be installed

As the boundary walls and gate posts to the front of the Listed Building appear to be original their retention is welcomed. The installation of railings to the top of these walls will require careful consideration and it is considered that a method statement for these elements would be required if the proposals are considered acceptable in other respects. This part of the proposals have been amended since the original submission and the reduction in the amount of railings proposed to the front of the Listed Building is welcomed.

It is considered that whilst there would be some impact to the setting of the Listed Building this is considered to be less than substantial harm and the public benefit outlined by the applicant to ensure security for the users of the educational facilities on the site outweighs this identified harm.

Marylands (Grade II Listed Building)

Marylands is 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.

The listed building is bounded by a brick wall, hedging, stone gate posts and black tall (2.7m) weld mesh fencing to Regent Place. The proposals seek the removal of the weld mesh fence and replacement with ornamental steel railings to the same height together with the installation of railings to the boundary walls and new gates and posts to the entrance all to give an overall height of 2.4 metres. The existing historic gate posts would again be retained as part of the proposals.



Entrance gates and posts and boundary walls to the front of Marylands



Boundary wall and existing high weld mesh fence (edged red) to Marylands on Regent Place

Whilst the setting to the Listed Building would be altered as a result of the proposals the inclusion of ornamental railings is not considered to give rise to unacceptable impacts on the Marylands Listed Buildings, the removal of more industrial style weld mesh fencing and gates and replacement with steel railings would be beneficial to the setting of the Listed Building and provide a more appropriate response to this aspect of Marylands. The inclusion of railings would not completely obscure views of Marylands from public vantage points and are considered to be an appropriate balance between the identified safety and security needs of the applicant and the designated heritage asset.

As set out above whilst there are identified impacts on the setting of the identified Listed Buildings these impacts are considered to give rise to less than substantial harm. This identified harm is considered to be outweighed by the public benefit derived from the proposals to ensure the continued safety and security of the users of the educational facilities on the Xaverian Campus.

Trees

The proposals are accompanied by an Arboricultural Method Statement. As the proposals seek, in general, to install railings to existing walls impacts on trees are anticipated to be related to the potential need for pruning of branches that may be in close proximity to the proposed boundary treatments. The statement concludes that only minor alterations would be required to existing trees on site and no trees would need to be removed, as such no significant arboricultural impact is anticipated.

It is considered that the proposals would not give rise to unacceptable impacts on trees on the site. The amended proposals and extent of proposed railings have reduced potential impacts to vegetation/hedging on site and subject to any approval a condition is proposed to be attached to ensure a detailed method statement for works including the installation of any gate or fencing posts is submitted for approval prior to any works commencing on site.

Design

The applicant has provided a precedent image of the type of ornamental metal railings and gates proposed to be installed, the railings would be painted black. It is considered that the details indicated are an acceptable design for the Conservation Area. In order to ensure that the quality and style of railing to be installed reflects the Conservation Area it is proposed to attach a condition to any decision for the final detailed design of the railings and gates to be submitted for approval.

Safety and Security

The applicant has submitted a supporting statement which is set out earlier in this report that indicates the need for the proposed boundary treatments to reduce the risk posed by the potential activities of others that might threaten the health, safety and welfare of the College community. The College indicate that whilst there are clear benefits to securing the College's site for the purpose of ensuring the security of property this is not the primary intention of this application.

The proposals have been assessed by GMP Design for Security who raise no objections to the proposals from a safety and security point of view, the applicant had amended the proposals to take on board previous comments to ensure any railings installed were flush with the front face of any masonry to avoid the creation of footholds.

The provision of a safe and secure site for the users of the College Campus is considered to be a material consideration. The provision of a safe and secure campus would assist the College to meet its obligations to staff and pupils and is considered to derive public benefit to enable the College to continue its occupation of its campus and the Listed Buildings within it.

Conclusion

The application proposals have been fully assessed and are considered to be acceptable. Some harm has been identified to Victoria Park Conservation Area and the three Listed Buildings on the Xaverian Campus against the requirements set out in the National Planning Policy Framework the harm identified is considered to be

less than substantial and is outweighed by the public benefit derived from the application proposals. Conditions are proposed to be attached to any approval of the proposals to ensure that the final design of gates and railings reflects the Conservation Area and matters relating to ensuring the installation of the gates and fences does not impact on trees within the site. It is considered that the proposals accord with policies SP1, EN3 and DM1 of the Core Strategy, saved Unitary Development Plan policies DC18 and DC19 together within paragraphs 192,193,194,196 and 200 of the NPPF.

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

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

Proposed Boundary Treatment 5154-PAL-XX-XX-DR-A-1101 rev F prepared by Pozzoni received by the City Council as local planning authority on the 28th January 2020

Railing Details - 1/3 5154-PAL-XX-XX-DR-A-1103 Rev C; Railing Details - 2/3 5154-PAL-XX-XX-DR-A-1104 Rev C; Railing Details - 3/3 5154-PAL-XX-XX-DR-A-1105 Rev C all received by the City Council as local planning authority on the 28th January 2020

Arboricultural Method Statement and Construction Document prepared by Christians Environmental May 2019 ref XCII-AMS-001 received by the City Council as local planning authority on the 16th May 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) Prior to the installation of any railings or gates on site samples, specifications, and detailed designs of each element of the approved development including the method of affixing them to any existing boundary wall shall be 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) Notwithstanding the approved documents and drawings prior to the installation of any gate, post or railing hereby approved a detailed arboricultural method statement for any works in the vicinity of trees or their root protection areas on the site shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the approved details.

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.

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: 123188/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:

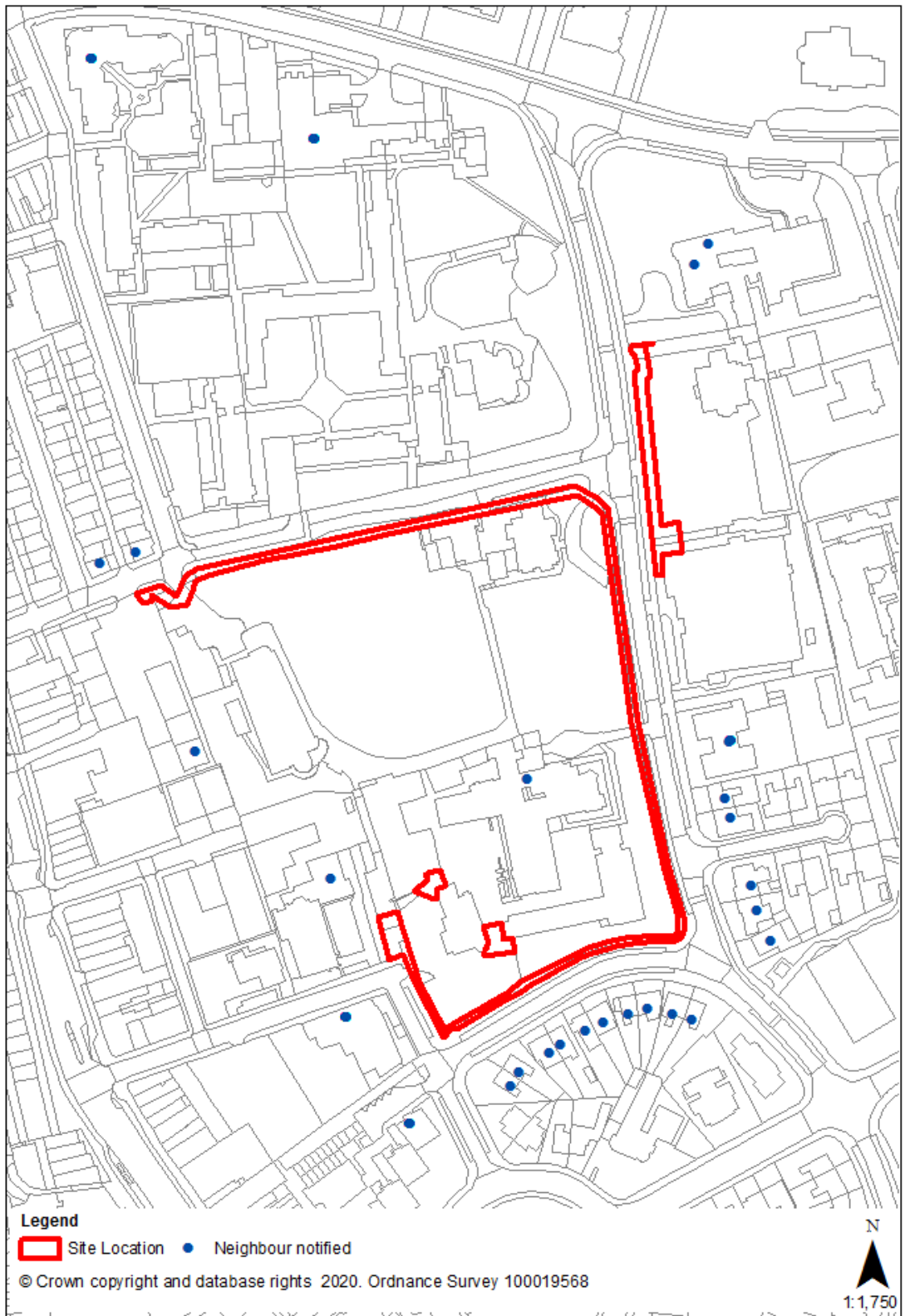
**Highway Services
Rusholme & Fallowfield Civic Society
Greater Manchester Police**

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:

Highway Services
Rusholme & Fallowfield Civic Society
Greater Manchester Police
MCC Neighbourhood Services (Arborists)

Relevant Contact Officer : Robert Griffin
Telephone number : 0161 234 4527
Email : r.griffin@manchester.gov.uk



Application Number	Date of Appln	Committee Date	Ward
125186/FO/2019	18 th Oct 2019	13 th Jan 2020	Didsbury West Ward

Proposal Rooftop extension to Block A to form 4 x 2 bedroom apartments and provision of an additional 5 car parking spaces.

Location Riverside Lodge, 208 Palatine Road, Manchester, M20 2WF

Applicant Mr Mark Hawthorne, Landmark Investments Ltd, C/o Agent

Agent Mr Steven Walker, Walker Design, Unit B First Floor, Lostock Office Park, Lynstock Way, Bolton, BL6 4SG

Description

Riverside Lodge is residential complex on Palatine Road consisting of 34 flats split into two blocks. Block A is 4 storeys in height (flat nos. 1 to 16), while block B is a part 4/part 5 storey building housing flat nos. 17-34. The ground floor levels of both buildings are elevated as they sit on top of undercroft parking facilities for 34 cars. To the front of the blocks is a hard surfaced area used for servicing and parking, while at the rear there is a communal lawned area.

To the west of the site is a wooded area and beyond that stands the Green Belt. To the east of the site, on the opposite side of Palatine Road, stands a modern residential development set behind a Site of Biological Interest. To the north of Block B is another strip of woodland, beyond which stands three detached dwellinghouses. Riverside Court, a 3 storey residential complex of 24 flats lies to the south of Block A. The row of trees along the rear boundary of the site are protected by a Tree Preservation Order and the site is located within Flood Zone 3.

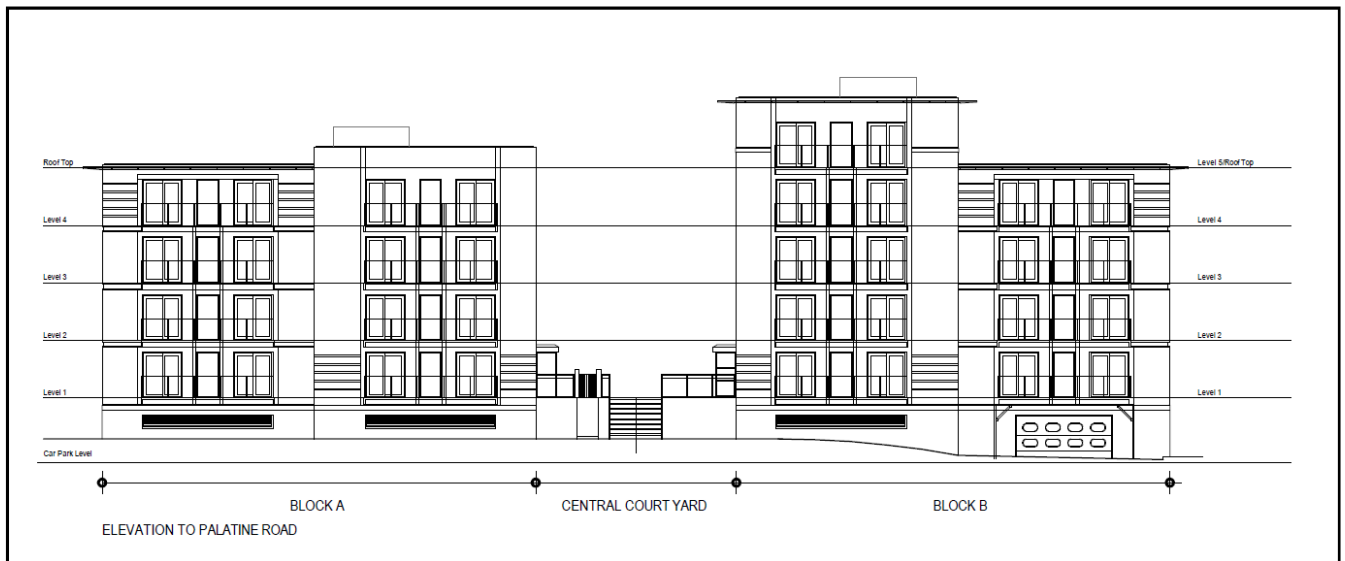
Blocks A and B are shown below:



Planning permission to undertake a rooftop extension of Block A, to form 4 two bedroom apartments and provide an additional 5 car parking spaces, was approved in October 2014 under reference 106052/FO/2014/S2.

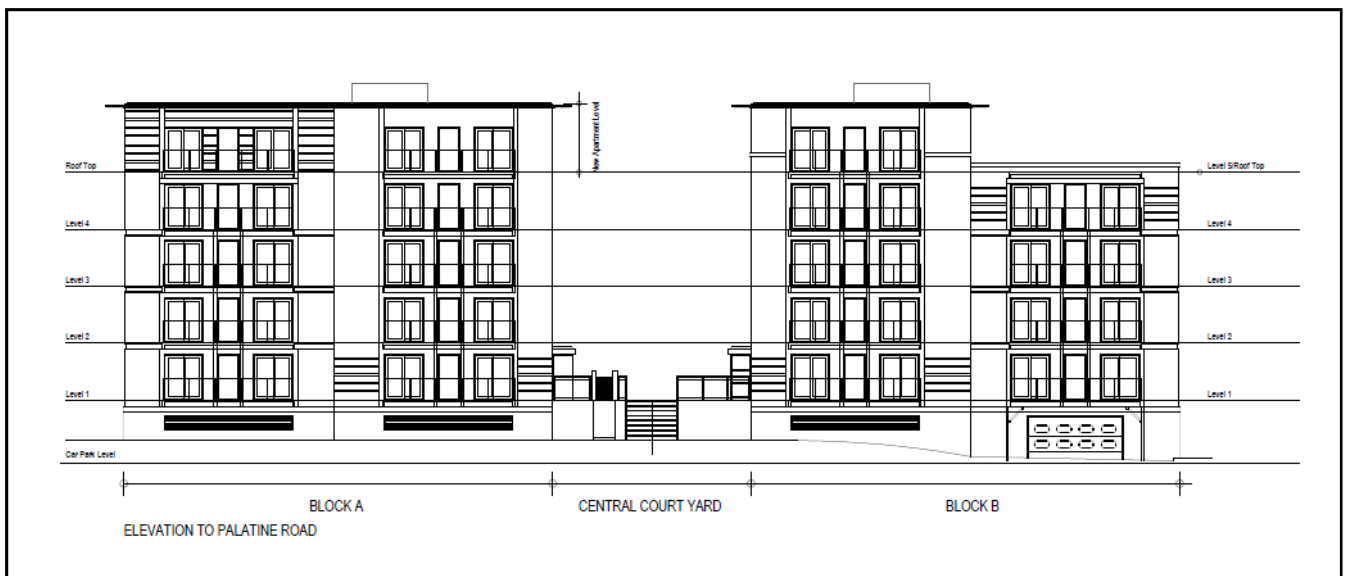
As that consent was never implemented and has now lapsed, the applicants are proposing an identical scheme, namely to add a fifth storey to Block A in order to create 4 two bed flats. In addition, the applicants are proposing to create an additional 5 parking spaces, one of which is a designated disabled space, on land to the front of Riverside Court where it adjoins Palatine Road.

The existing and proposed elevations to Palatine Road are shown below:

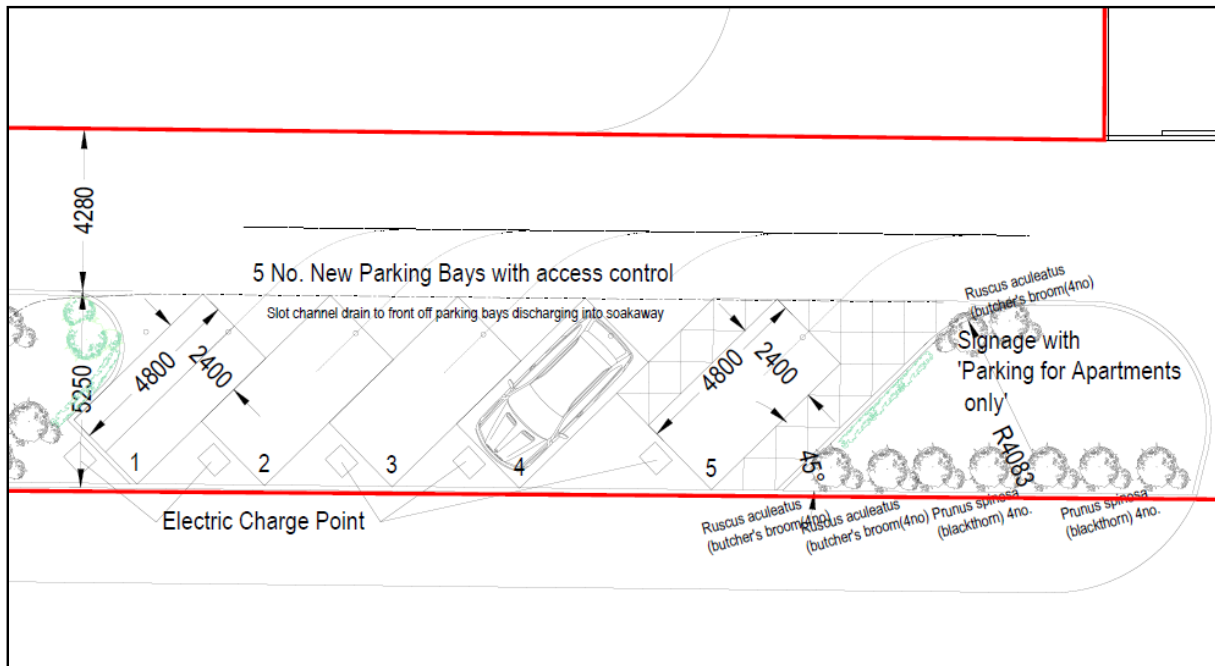


Existing elevation

Proposed elevation



The location of the proposed car parking spaces is shown below.



Consultations

Local Residents/Members of the Public – 41 letters of objection have been received, the points raised are outlined below:

- The new parking places will be unsightly and likely to cause congestion, especially if only 5 spaces are provided for 4 x 2 bedroom flats. This is likely to be insufficient and visitor parking may potentially block communal exits. With a nearby bus stop, hotel and the residents of both Riverside Court and Riverside Lodge, it tends to be congested already.
- Losing the grass verge will lead to a much starker urban feel, rather than the pleasant sub-urban environment that currently exists. There are established gardens for the residents of Riverside Court and these have been cultivated over many years. The gardens at the front would be directly adjacent to the car-park. This will be of considerable detriment to their utility.
- There was never enough parking for this development from the very beginning. Residents of Riverside Lodge permanently park on the slip road in front of the gates to Riverside Court, making it difficult to get past without having to mount the kerb to the grass verge where they now wish to put parking spaces.
- The noise generated by the proposed development will have a detrimental impact on residents' amenity.
- The proposal will increase congestion when entering or leaving Palatine Road and the introduction of these parking spaces will make it more dangerous to manoeuvre vehicles and will restrict, possibly make it impossible, access to Riverside Court for police, ambulances or fire-engines.
- The proposal will have a detrimental impact on the value of the existing flats.

- The proposed car parking area will reduce the surface area of soft landscaping and increase the level of hardstanding. The site is located within Flood Zone 3 and the level of risk from flooding will have increased since the approval of application 106052/FO/2014/S2 in 2014. It is therefore considered that details of the drainage system should be provided up front as part of the planning application and not via condition.
- There is no provision for additional secure cycle storage.
- There is no consideration in the application for provision of sustainable homes.
- The refuse collection provision on site is currently under extreme pressure and four additional apartments would add to this.
- The current proposal is not in line with Core Strategy Policy H4.
- The area of Riverside Lodge is adjacent to an area of ancient woodland and wild habitat for bats, herons, owls and a range of wildlife that has seen increasing numbers since the original application. A new ecology report should be submitted.
- The proposal will lead to a loss of light and privacy. The submitted daylight/sunlight assessment is based on theoretical testing. The experience of actual living there can only conclude that there would be a significant and unreasonable impact on the natural light entering the accommodation as well as on the habitable privacy of the flats principal living space.
- No provision has been made for charging points for green electric vehicles for these proposed car parking spaces.

Riverside Lodge Management Company Limited – Object to the proposal for the following reasons:

- The planning proposal states that Block B has already had additional apartments added to a fifth floor; this is not the case as the fifth floor was a part of the original build. Any suggestion that the fifth floor of Block B was added after the original build and can be thought of as setting a precedent is untrue.
- The applicant has made no effort to review this application and take account of more recent guidance from both MCC planning and current legislation.
- The proposal states that the development currently has 36 parking spaces. The design and access statement goes on to say that there is ample parking for each resident; this is not the case. As each apartment has two double bedrooms the majority are home to more than one resident each having a car resulting in parking being very difficult with many residents using the off-site parking in the access road along with residents of Riverside Court and overspill from The Britannia Country House Hotel. Additional parking on the grass verge is likely to be encouraged by the addition of outside hardstanding parking spaces and very little provision has been considered for how this would be managed.

- The distance between Blocks A and B is only approximately 9.1 metres and whilst the council does not have a set distance between facing habitable windows most councils state that 21 metres is required, some 12 metres further away than the proposed development. The proposed development will result in both a loss of light and privacy that the owners of the apartments on the south facing side of Block B (floors 4 and 5) currently experience. Prior to the application going to the committee a Sunlight/Daylight report should be carried out.
- The development of the original two blocks were given planning permission on the basis of a stepped appearance. The proposed increased elevation will make the build out of line in scale and appearance and will have a detrimental impact on the overall design.
- The proposed application would really distort the profile of this section of Palatine road. The development currently is staggered on both sides to the developments located either side. The proposed addition of a floor on top of block A would remove this effect and become a more imposing presence on our neighbour of Riverside Court.
- Core Strategy Policy H6 'South Manchester' states that *"High density development in South Manchester will generally only be appropriate within district centres. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing"*. The policy justification notes state that *"It is important to increase housing choice by adding to the stock of larger housing units to complement new housing on higher value sites to retain or attract high income earners by releasing under-occupied property"*. The site is not located within a district centre, and as such the proposed market value flats are not appropriate provision of housing for the location. The proposals will intensify the density of an already dense development, and will not contribute to the provision of larger housing units for high income earners and families which Policy H6 confirms there is identified need for.
- The application does not demonstrate how the development shall achieve a level 4 rating under Code for Sustainable Homes scheme as required by Core Strategy Policy DM 1.
- The proposed car parking area will reduce the surface area of soft landscaping and increase the level of hardstanding. The site is located within a flood zone and the level of risk from flooding has increased since the approval of application 106052/FO/2014/S2 in 2014. In addition, the Environment Agency maps show this to be in an area of high risk to surface water flooding. It is therefore considered details of the drainage system should be provided prior to the planning application being determined and not via condition.
- The proposed new parking is in an area already under strain from off-street parking due to the density of accommodation in both Riverside Lodge and Riverside Court and for visitors to The Britannia Country House Hotel. The use of the grass verge to provide additional hard surface parking is likely to encourage others to use the remainder of the grass verge for parking and as is seen in other areas this is almost impossible to manage. This is likely to create more problems with surface drainage, runoff further adding to surface water flooding and greatly impacting on the visual appearance of the area.

- It is also noted that the noise assessment was undertaken in 2017. Local environmental conditions have changed during this time with increased traffic on Palatine Road. As such, the previous noise report is outdated and request that it should be repeated.
- The existing refuse storage and collection arrangements are struggling to cope, this proposal will exacerbate the matter.
- A minimum of one cycle space per apartment should be provided. No details of additional cycle storage have been submitted, nor is the existing cycle provision made clear in the current application. This point should be addressed in the planning proposal.
- The ancient woodland to the west is home to a variety of animals such as bats/foxes and a range of wildlife. The bats also use the space over both blocks as a corridor to Palatine Road where the lights attract insects. The tree line to the southeast of the development is home to breeding herons. The herons fly directly over the block to access the water courses to the west. An ecology report should be carried.
- As the property is Leasehold, all apartments have a lease which states in Schedule 5 paragraph 1:
'That the tenant paying yearly rent...shall peaceably and quietly hold and enjoy the demised premises during the term without any lawful interruption from the landlord or any person or persons rightfully claiming under or in trust for it'
- The demised premises would have to be utilised if the planning proposal is passed, meaning the landlord is in breach of the lease he has with all tenants. The landlord of the Freehold has also not discharged a covenant in the lease whereby the common parts should have been transferred to the management company on the sale of the last flat.
- The site is controlled by a fob entry system. This system is full to capacity and the addition of the four apartments would not be able to be added to the current system to gain access to the site. The current entry system does not make provision for any other pedestrian entry other than the fob system.
- The lifts in block A would need to be suspended in order for the current lift shaft to be extended to reach the proposed additional floor. This would result in residents on site not able to access this service for a prolonged period of time whilst this was completed. This seems inconsiderate to the needs of residents.
- The proposed build method statement states that the additional apartments would tap into the services already on site. Currently the water is delivered using a water pump system; this would create two problems, firstly the system would be put under more strain with the increase in capacity and secondly, the whole system would have to be interrupted in order to introduce provision for the four proposed apartments. The same problem would occur with the waste/sewage removal system which is currently served by an underground pump which feeds into the main sewage drain.

- The Hotel have implemented parking charges in their carpark. The result of this is to push drivers to park on the access Road, in some cases the grass verge and directly on Palatine Road to avoid the charges. The increased volume in parking has been seen mainly at weekends when the Hotel has lots of bookings and evenings when those as members of Spindles are using the Hotels Gym. As the parking charge is new, we feel the full impact on the parking outside is yet to be seen but is already causing a problem for both residents and the users of Palatine Road.

Riverside Lodge Freehold Limited – Object to the proposal and have reiterated the objections raised by the Riverside Lodge Management Company Limited

West Didsbury Residents Association (WDRA) – WDRA object to the proposal for the following reasons:

- The supporting documentation provides insufficient assurances that construction operations would not cause damage to the long term wellbeing of trees at and near the site. No tree protection plan is provided despite the two blocks being surrounded by trees that have great amenity and air cleansing value.
- The number of parking spaces proposed is insufficient and the proposed “Parking for Apartments only” signage is unlikely to work.
- The construction of the proposal will have a detrimental impact upon the amenities of existing residents.
- All aspects of fire safety at the site to be revisited by all relevant bodies so that a public reassurance can be given as to fire safety, whether the proposal is approved or not.
- In the event that approval is contemplated WDRA request the inclusion of the same conditions as were attached to 106052/FO/2014/S2 with additional requirements as follows:
 - a) Submission of a Tree Protection Plan
 - b) Submission of a Construction Method Statement
 - c) Inclusion of an informative advising residents of the evacuation/egress routes in the event of a flood.
 - d) Submission of revised drainage and flood risk proposal

Ward Councillors – Letters of objection has been received from Cllrs Kilpatrick, Leech and Stanton, the comments are as follows:

- The proposed additional parking arrangements are wholly inadequate. This is not sufficient additional parking spaces for 4 additional flats, in a location where there is clearly not the available on street parking space.
- It is impossible to ensure that the proposed land that is to be used to for residents' parking will not be used by others. To suggest that a residents' only parking sign will be sufficient, is pure fantasy.
- There is already a problem with parked vehicles blocking access to the entrance to Riverside Court and this is very likely to become more of a problem with some of the existing space set aside for use of cars for the proposed new flats.

- There appears to be no plan as to how access for residents of Riverside Court will be maintained.
- This area is very close to the Mersey flood plain. The increase in building in the area has a major impact on the drainage and the infrastructure is too weak. Although the flats themselves will not be at risk, the development will need to ensure that it does not worsen drainage capacity. A full flood/surface drainage report should be carried out before a decision is made rather than a condition of planning after the committee.
- If approved this development will set a precedent.
- The proposal will have a serious impact on residents' amenity.

Highway Services – Highway Services have made the following comments:

- The addition of 4 apartments to the existing 16 units is unlikely to generate any significant intensification of vehicle trips with no network impact anticipated.
- The site is suitably accessed on the local bus network, with regular services routed along Palatine Road.
- An additional 5 car parking spaces are proposed in an echelon arrangement adjacent to Palatine Road. There is no requirement for vehicles to reverse onto the adopted highway.
- The inclusion of signage within the car park to identify that spaces are associated with the apartments is appropriate, given the proximity to the adjacent hotel. It is unclear where these spaces are allocated to individual apartments and whether this is any visitor parking associated with the site.
- It is strongly recommend that electric vehicle charging facilities for each of the spaces is provided.
- The existing servicing arrangements will remain unaffected by the proposals. There is a designated refuse storage area highlighted within the curtilage of the site which is accepted in principle.
- A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – Suggest the imposition of an acoustic insulation and refuse storage condition.

MCC Flood Risk Management – Given their elevated position there are no objections to the proposed flats.

The five car parking spaces are proposing to drain to ground via the soft landscaped areas. This is considered acceptable given the small footprint that they occupy.

Greater Manchester Ecology Unit (GMEU) – GMEU no not object to the proposal and have made the following comments:

- The existing building has very low potential to support bats and the proposed extension will not change this.
- Local bats will be used to the existing massing of the building and are unlikely to be affected by the roof extension.

- In terms of birds flying into windows, the risk is not substantially different to what it is now.
- The installation of artificial bat boxes is recommended on the building or nearby once the works are complete.

Environment Agency – The Environment Agency have made the following comments:

- The existing apartment block is located within Flood Zone 3 but there is no objection in principle to the proposed rooftop extension.
- It is recommended that the applicant register with Floodline to receive free flood warnings and prepare an emergency evacuation plan.

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 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.

Paragraph 155 states that inappropriate development in areas at risk of flooding should be avoided by directing development away from areas at highest risk (whether existing or future). Where development is necessary in such areas, the development should be made safe for its lifetime without increasing flood risk elsewhere.

Paragraph 163 states that when determining any planning applications, local planning authorities should ensure that flood risk is not increased elsewhere.

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.

its appearance and retail function. Further small retail units will be appropriate. Development of the evening economy will be carefully managed to ensure that this complements the vitality of the retail and the amenity of nearby residents.

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 H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy EN 1, *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, as identified in national planning guidance and have regard to the strategic character area in which the development is located. 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.

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 8, *Adaptation to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – 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, including from Combined Heat and Power and biomass plant.

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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

Saved UDP Policies – 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.

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 – Given the existing uses on this and the adjoining sites, the principle of providing additional residential units in this location is acceptable. In addition, the granting of the identical scheme in 2014, under reference 106052/FO/2014/S2 is a material consideration, particularly given that there has been no change to the relevant National and City Council policies since that time and the scheme was considered to comply with all those relevant policies. Notwithstanding this, consideration must be given to the potential impact the proposal would have upon existing levels of residential and visual amenity, pedestrian/highway safety and any ecological features within the vicinity of the site.

Policy H6 – Several objectors have stated that the development is contrary to Core Strategy Policy H6 as the proposal, for high density living, is not located within a district centre. However, as this proposal is not for a new development of apartments but rather a modest increase in the number of apartments on the site it is not considered that the proposed scheme is contrary to Policy H6 in this instance.

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 the four units ranges from 74m² to 83m². As the space standards require either 61m² or 70m², dependent on whether three or four people reside there, the proposed accommodation complies with these space standards.

Land Ownership – A number of residents have raised concerns about land ownership issues, e.g. covenants and leases. However, these are civil matters between third parties and are not a material consideration in the determination of the proposal.

Affordable Housing – As the proposal is for four flats it falls below the triggers relating to affordable housing in Policy H8 of the Manchester Core Strategy, i.e. 15 units.

Residential Amenity – The proposal's impact on existing levels of residential amenity has been assessed in respect of noise, privacy and overshadowing.

Noise - Concerns have been raised about the potential impact from noise transfer between the proposed and existing flats. To ensure that this is mitigated, a condition requiring the submission of an acoustic insulation scheme between the existing and proposed accommodation is suggested.

There is also concern that the noise generated by vehicles using the proposed car parking spaces would have an impact on the residents of Riverside Court. However, given the relatively low number of spaces proposed, the fact that this area adjoins a busy road and vehicle often park to the front of Riverside Court, it is considered that the siting of the proposed car parking spaces would not have an unduly detrimental impact upon existing levels of residential amenity.

Privacy - The southern elevation of the proposed apartments would consist of 6 habitable windows (2 x bedroom, 4 x living/dining/kitchen) and they would be located approximately 23 to 29 metres away from the northern elevation of Riverside Court. Given that this arrangement replicates the window pattern already in existence on the floors below, it is not considered that the additional floor and the accompanying habitable room windows would have an unduly detrimental impact upon the levels of privacy enjoyed by the residents of Riverside Court.

The northern elevation of the proposed apartments would consist of the same number of windows found in the southern elevation plus an additional window serving the communal staircase. These windows would be located approximately 9.10 metres away from the existing 4th floor flats in Block B and would again replicate the window pattern of the four floors below. As the proximity of the proposed (Block A) and existing windows (Block B) is the same as that currently in existence between the ground, 1st, 2nd and 3rd floors of the two blocks, it is not considered that the provision of the additional apartments would prove detrimental to the levels of privacy currently enjoyed by the occupants of the apartments in Block B.

Overshadowing – The applicant has used industry standard methodology as prescribed by BRE (Building Research Establishment) and British Standard guidance to prepare a Daylight, Sunlight and Overshadowing Assessment in order to analyse the impact of the proposal on adjoining properties.

The submitted report is split into two elements, namely Annual Probable Sunlight Hours (APSH) and Vertical Sky Component (VSC) and has analysed the impact of the proposal on windows in the northern elevation of Riverside Court and in the southern elevation of Block B, Riverside Lodge.

APSH is a measure of the amount of potential direct sunlight that is available to a given surface, in this case the southern elevation of Block B, Riverside Lodge. It should be noted that only those windows to the north of the proposal need to be assessed for the APSH test. If a reference point in the centre of a window can receive more than one quarter of the APSH, including at least 5% of the APSH during the winter months, then the room should receive enough sunlight. The impact of this proposal on the APSH is assessed as follows:

- 29 of the 30 windows in the southern elevation of Block B achieved the relevant sunlight BRE criteria for annual and winter APSH. The window which did not achieve the relevant criteria (window 26 on the ground floor) is representative of a room which is not considered to be sensitive to changes in sunlight, i.e. a bedroom. As such, the impacts of the development on APSH are considered not significant.

VSC measures the general amount of light available on the outside plane of a window as a ratio (%) of the amount of total unobstructed sky viewable following introduction of visible barriers such as a building. The VSC measured at the centre of a window should be no less than 80% of its former value. The impact of this proposal on the VSC is assessed as follows:

- Windows in the northern elevation of Riverside Court – the VSC ranges from 95.6% to 97.54%.
- Windows in southern elevation of Block B, Riverside Lodge – the VSC ranges from 81.7% to 93.77%

Given these findings, i.e. they are all above the minimum of 80%, the impact on the amount of daylight reaching the existing windows in the adjoining properties would not be significant.

In addition to the APSH and VSC studies, the assessment also examined the potential of the proposal to overshadow the amenity space at the rear of Riverside Lodge. A sun-path analysis was produced to determine the amount of time the amenity area was not overshadowed on the 21st March, i.e. the worst-case scenario. The assessment indicated that 98.23% of the amenity area would achieve at least 2 hours of sunlight. This complies with BRE guidance and as such any impact on the amenity space as a result of overshadowing is not considered to be significant.

In conclusion, given the above it is not considered that the proposal would have a detrimental impact upon the levels of residential amenity enjoyed by the occupants of those properties closest to the application site.

Disruption during Construction – To protect residential amenity during the construction process implementation of the submitted Construction Management Plan has been conditioned (condition no. 9). The approved Construction Management Plan, which covers such topics as dust suppression, waste management, delivery of materials, has been considered acceptable by Environmental Health.

Visual Amenity – The southern element of Block B is already 5 storeys in height and the proposal is seeking to replicate this. Block A would change in height from approximately 13.10 metres to 15.6 metres, matching the 5 storey element in Block B. It is not considered that the changes in the height of Block A would have a detrimental impact upon the levels of visual amenity enjoyed along this stretch of Palatine Road.

Design – As with the proposal approved in October 2014, the design of the additional flats mimics the existing buildings in terms of window heights, materials, brick banding and balcony detailing. As a result, the overall design of the proposal is considered acceptable.

A number of residents have raised concerns that the introduction of the additional floor would have a detrimental impact upon the streetscene, as Riverside Lodge was originally designed to “step down” to the adjoining Riverside Court. Given that the upper floors replicate the original design and the massing of the extensions is broken up by the windows, balconies and brick detailing, it is not considered that the additional floor (which can be seen on page 2 of this report) would have a detrimental impact upon the streetscene.

Pedestrian and Highway Safety – It is not considered that the four additional residential units would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety enjoyed along Palatine Road in the vicinity of the site. The local highway authority raise no objections on the basis of impacts of the proposals on highway or pedestrian safety.

Car Parking – Residents have raised concerns about the existing parking problems in the vicinity of the site and specifically along the access road to the front of the Britannia Hotel and Riverside Court. While it is acknowledged that this unadopted access road does experience issues with unauthorised parking by customers of the hotel/gym and a number of local residents, it is considered that the provision of the additional five car parking spaces will assist in preventing the unauthorised parking from worsening.

Given the number of flats proposed and the proximity of bus stops on Palatine Road, it is considered that the number of parking spaces proposed is acceptable.

Disabled Car Parking – The applicant has amended the scheme to allow for the inclusion of a disabled parking space, this is welcomed.

Ecology – The proposal would not have a detrimental impact upon any protected species, particularly bats, or any other flora and fauna that adjoins or passes through the site. This has been confirmed by GMEU.

Notwithstanding this, a condition is suggested which would require the applicant to install bio-enhancements in the form of bat boxes.

Impact on the Green Belt – The Green Belt is located between 81 to 88 metres to the northwest of Block A and is separated from it by approximately ½ hectare of mature woodland which is protected by a Tree Preservation Order. Given the above, it is not considered that erecting an additional floor on top of Block A would have a detrimental impact upon the setting of the Green Belt or views into and out of it.

Amenity Space – Though no additional private amenity space is proposed, it is acknowledged that each new apartment would have its own balcony area. Given the provision of the balconies, along with the existing private amenity space at the rear of Blocks A and B and the proximity of the Mersey Valley Area, it is considered that sufficient amenity space exists for the future occupants of the four apartments.

Flood Risk – The site is within Flood Zone 3 and for this reason the Environment Agency were consulted. While offering no objections they did highlight the need for future residents of the development to register with Floodline to receive Flood Warnings and prepare an evacuation plan. This advice would be included as an *informative* on any approval notice issued.

The City Council's Flood Management Team have also been consulted and have confirmed that the proposal is acceptable in drainage terms.

Refuse Storage – The City Council's waste management guidance states that a development of this size should provide a refuse storage area of 16.34m² (36 apartments x 0.43m²). As the existing bin store is 19.6m² in size and consists of six 240 litre bins to cater for general refuse and recycling the provision is considered acceptable.

Energy Efficiency – The previous planning permission for the additional flats (106052/FO/2014/S2) required the scheme to achieve Level 4 under the Code for Sustainable Homes scheme. Since March 2015, energy saving requirements have been dictated by Building Regulations approved documents set at a level equivalent to the now discontinued Code for Sustainable Homes.

Building Regulations state that by 2020 buildings should have a 30% emission reduction and the way to achieve this is by using renewable energy technologies.

The site's resources and the building's heat and power loads have been assessed to establish which low and zero carbon technologies might be suitable for integration into the building, the findings are as follows:

- Construct the building with elements providing an improvement over the Part L2 requirements.
- Solar Hot Water generation will be considered for the site however this will not alone provide a 20% reduction in energy and CO₂ emissions.
- Wind Turbines are not a viable proposition due to the average wind speed of the location being 5.2m/s which is below the minimum requirement of 6.0m/sec.
- Heat Pumps will be considered for use on the site as a viable LZC technology.
- Energy metering and sub metering will be included as described within Approved Document Part L2a.

- Building air tightness will be improved over the requirement of Approved Document Part L2a of 5m³ /hr/m² @ 50Pa to 3m³ /hr/m² for buildings under 500m² .
- Items of heating plant will be selected from the Enhanced Capital Allowance (ECA) scheme for greater efficiency.
- Lighting installation to comprise of low energy LED systems.
- The extension to be constructed with materials that would improve the energy efficiency of the building.

These findings show that the easiest way to achieve the Building Regulations requirements is to increase the thermal performance of the building as well as maintaining a high standard of building quality; this in turn will allow the applicant to achieve a lower air leakage test.

To ensure that the findings of the applicant's report are incorporated into the proposal an appropriately worded condition is suggested.

Vehicle Charging Points – All of the proposed car parking spaces would incorporate a free standing electric vehicle charging point of the fast charging type (AC 7 to 22kW). This is welcomed.

Trees – The proposal would not have an impact on any existing trees within or adjacent the application site. Notwithstanding this it is considered prudent to attach the standard tree protection condition to ensure that existing trees are protected during the construction phase.

Landscaping – To compensate for the loss of part of the verge for the five parking spaces, the applicant is proposing to plant the following shrubs:

- 24 x “Butchers Broom” shrubs
- 8 x “Black Hawthorn” shrubs

The proposed landscaping scheme is considered acceptable.

Drainage – A slot channel drain, which would serve all five car parking spaces, would drain into a 6.9m³ soakaway to be located at the side of the spaces. The Flood Risk Management Team have confirmed that this is acceptable given the small number of car parking spaces proposed.

Cycle Storage – At present there are seven cycle hoops in the basement parking area, providing storage for 14 cycles. The applicant is proposing to install a further cycle stand to provide storage for an additional two cycles. Overall the provision is considered acceptable.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the commercial elements. However, given the number of units proposed the overall significance of the potential impacts is considered to be low.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Conclusion

This application is identical to that approved on 17th October 2014, under reference 106052/FO/2014/S2. As that planning permission was never implemented and subsequently lapsed in 2017, the applicant was required to resubmit the proposal. The fact that the previous scheme was approved by the Planning and Highway Committee, and there have been no changes to the relevant policies, is a material consideration. Notwithstanding this, as the proposal will not have a detrimental impact upon the existing levels of residential and visual amenity enjoyed within the vicinity of the site, or have an impact upon existing levels of pedestrian and highways safety along this stretch of Palatine Road, it is considered the proposal complies with Policy DM1 in the Manchester 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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation - APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. No such problems have arisen on this application.

Conditions

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

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

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

- a) Drawing no. 1399.P.02, stamped as received on 16th October 2019
- b) Drawing no. 1399.P.03A, stamped as received on 31st January 2020
- c) Drawing no. 1399.P.04A, stamped as received on 31st January 2020
- d) Drawing no. 1399.P.10, stamped as received on 16th October 2019
- e) Drawing no. 1399.P.11, stamped as received on 16th October 2019
- f) Drawing no. 1399.P.15B, stamped as received on 16th October 2019
- g) Drawing no. 1399.P.16A, stamped as received on 13th November 2019
- h) Drawing no. 1399.P.17B, stamped as received on 16th October 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.

3) 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 Manchester Core Strategy.

4) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Palatine 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.

Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria 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 internal noise criteria.

Reason - To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to Policy DM1 in the Manchester Core Strategy and saved UDP Policy DC26

5) The development hereby approved shall be acoustically insulated in order to secure a reduction in the level of noise emanating from the apartments. The scheme shall be submitted to and approved in writing by the City Council as local planning authority and completed before the development becomes operational.

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 in the Manchester Core Strategy and saved UDP Policy DC26.

6) The car parking facilities and associated signage, as indicated on the approved plans, shall be made available for use prior to the residential accommodation hereby approved being occupied. The car parking facilities shall then be available at all times whilst the dwelling units are occupied.

Reason - To ensure that there is adequate parking for the development proposed when the dwelling units are occupied, pursuant to policy DM1 in the Manchester Core Strategy

7) Before the development hereby approved commences, details of the proposed soakaways to the car parking area shall be submitted to and be approved in writing by the City Council as local planning authority. The development shall then be implemented and thereafter maintained in accordance with the approved details.

Reason - To reduce the risk of flooding by ensuring the satisfactory storage/disposal of surface water from the car parking facilities, pursuant to Policy DM1 in the Manchester Core Strategy.

8) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on drawing ref. 1399.P.04.A, stamped as received on 31st January 2020, shall be implemented not later than 12 months from the date of completion of the construction 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.

9) No part of the development hereby approved shall be occupied until details of proposed bio-enhancements, including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The 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 Manchester Core Strategy.

10) The development hereby approved shall be implemented in full accordance with the measures as set out within the Sustainability Statement (Walker Design), stamped as received by the City Council as local planning authority on 5th December 2019: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development.

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 for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

11) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement 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. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate

6. wheel washing facilities
7. measures to control the emission of dust and dirt during construction
8. a scheme for recycling/disposing of waste resulting from demolition and construction works
9. hours of working

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Manchester Core Strategy.

12) In this condition "retained tree" means an existing tree, shrub or hedge, within or adjoining the site, which is to be retained 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.

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: 125186/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
 MCC Flood Risk Management

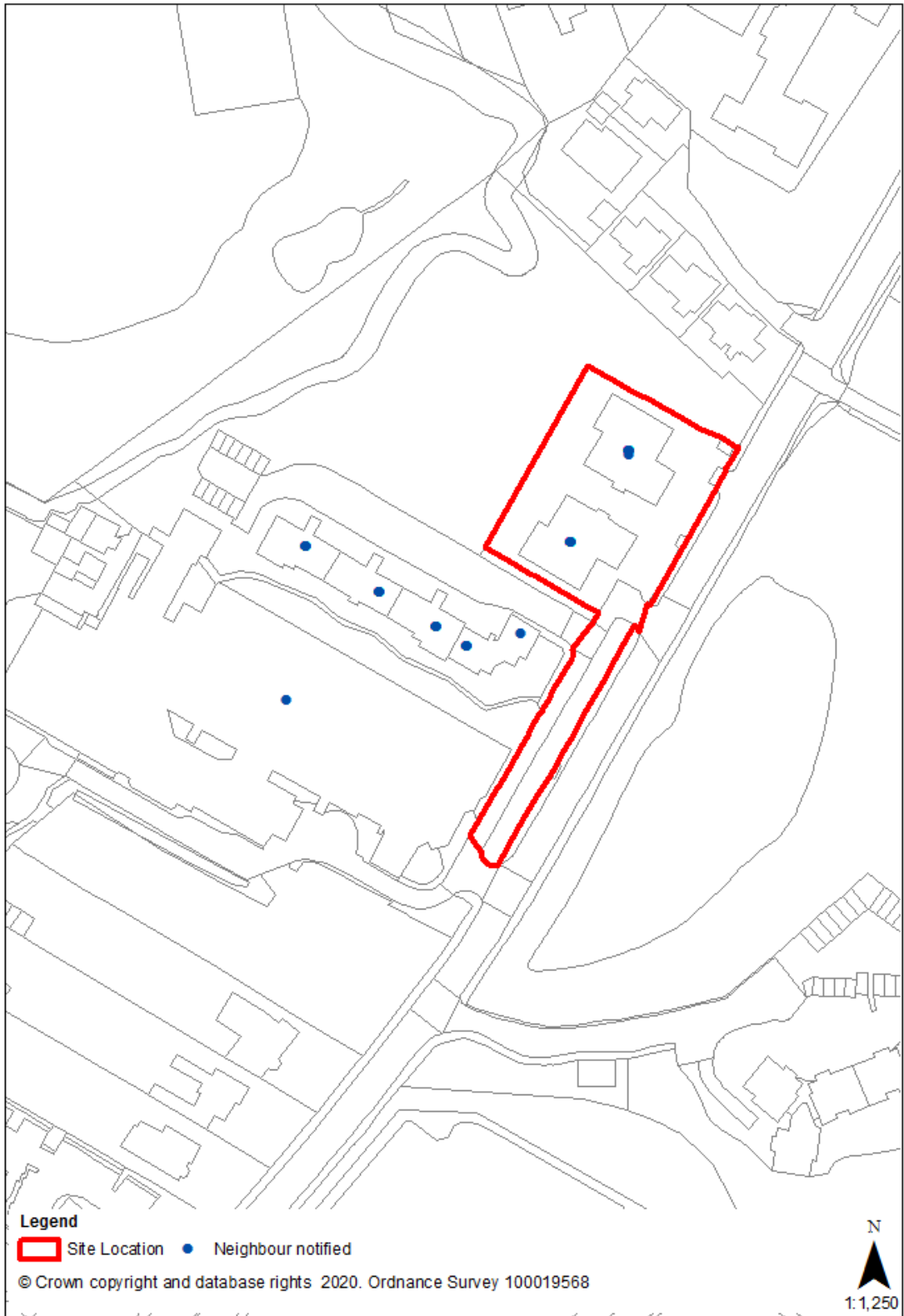
West Didsbury Residents Association
Northenden Civic Society
Northenden Neighbourhood Forum

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
West Didsbury Residents Association
Ward Councillors

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
125299/FO/2019	28 th Oct 2019	13 th Feb 2020	Brooklands Ward

Proposal Erection of a 3 storey extension to provide new loading bay and storage area with associated vehicle turning area.

Location Hologic (Warehouse Building), Crewe Road, Manchester, M23 9HZ

Applicant Mr Anthony Hill, Hologic Ltd, Heron House, The Oaks Business Park, Crewe Road, Manchester, M23 9HZ,

Agent Mr Bill Jennings, Jennings Design Associates, The Warehouse, Saxon Street, Manchester, M34 3DS

Description

The applicant, Hologic, is a global medical technology company that develops, manufactures and supplies diagnostics products, medical imaging systems and surgical products dedicated to serve the healthcare needs of women. With its headquarters in The United States of America, it has locations in over fifteen countries and employs more than 6,400 employees globally. It operates out of two sites within the UK, one in West Lothian and the other based at the Oaks Business Park on Crewe Road, off Moor Road.

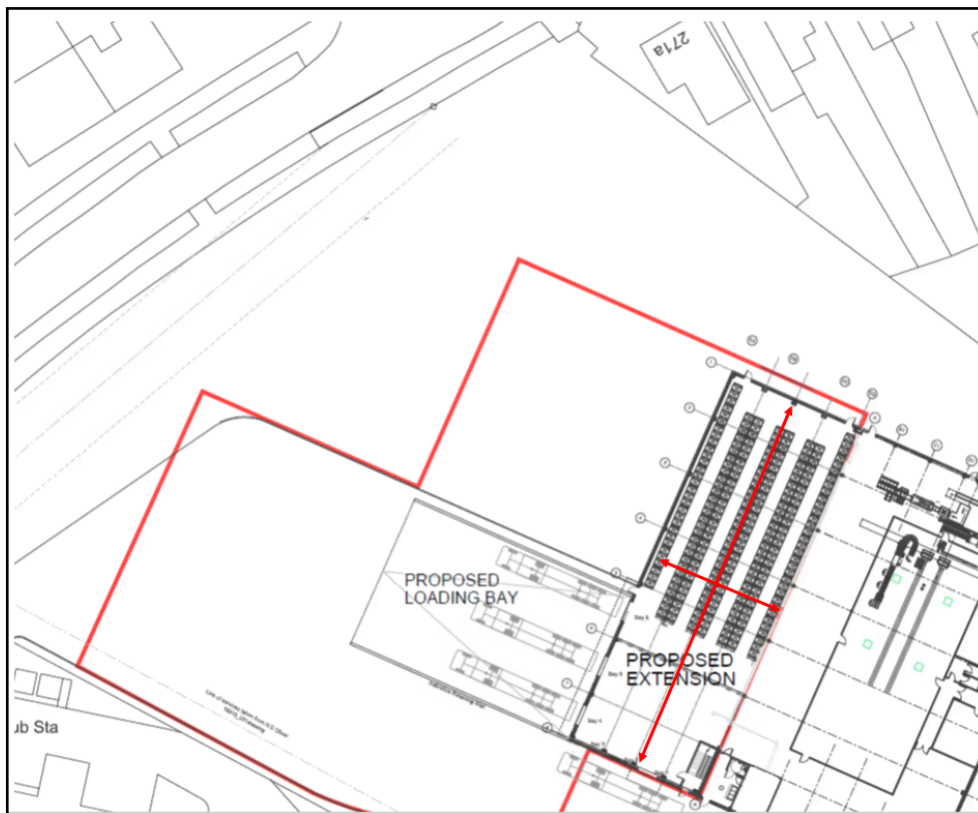
Hologic's presence on Crewe Road consists of two buildings, the two storey office and research facility, annotated by A on the photograph below and their packaging/warehouse and office facility, annotated by B. The applicant also utilises an element of the building located on the opposite side of Crewe Road for storage, annotated by C. The company currently employs 66 people at the site.

This application relates to building B, where the medical equipment is packaged.



To the north of the warehouse there is an area of woodland and beyond that a row of dwellinghouses fronting Wythenshawe Road, the nearest of which are nos. 271 and 271 a Wythenshawe Road. To the south of the application site, on the opposite side of Crewe Road, stands another office/warehouse building. To the east is the continuation of the wooded area which includes a fishing pond, while to the west of the building there is a large expanse of grassed area, as well as the applicant's office/research facility.

The applicant is proposing to erect a three storey extension to the side of the existing warehouse to provide a loading bay and storage area, with ancillary office accommodation on a mezzanine level. The location of the extension, the extent of which is shown by the red arrows, is shown below. In addition, an enlarged vehicle loading bay and associated manoeuvring area is to be laid out to the west of the extension. The applicant has stated that their workforce would increase from 66 to 91 as a result of the proposal.



Furthermore, the applicant is proposing to plant a landscaping screen, including 13 semi-mature trees, along the boundary with nos. 271 and 271a Wythenshawe Road, this is shown below:



In January 2019, under reference 121859/FO/2018, the applicant obtained planning permission to erect an extension at the side of the building to provide a new loading bay, along with the creation of new access road and installation of external air handling unit to the rear. That permission has not been implemented. If granted the current proposal would supersede that granted in 2019.

Consultations

Local Residents – 13 letters of objection have been received, the points of objection are outlined below:

- The existing air conditioning systems create too much noise, this proposal with its additional machinery will make the situation worse.
- Residential properties adjoin the site and any extension, with the accompanying external machinery, will further impact on existing amenities due to noise.
- The increased comings and goings of vehicles will have an impact on people's amenities due to increased noise levels.
- The proposal will increase traffic in the area which will pose a danger to pedestrians.
- The proposal will increase vehicle pollution in the area where there are three local schools.

- The proposed extension is too tall and will have an impact on privacy.
- The operations at the warehouse might run on a 24 hour basis.
- This kind of building is more suited to Roundthorn Industrial Estate or Trafford Park.

Environmental Health – Suggests the imposition of a number of conditions designed to protect residential amenity and public safety, namely concerning acoustic insulation, hours of operations, refuse storage and contaminated land.

Highway Services – Highway Services have made the following comments:

- The site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and tram.
- The additional information provided in the form of a transport note is sufficient to verify that any additional trips can be accommodated and any increased parking demands can be satisfied.
- It is understood that a new bin storage area is proposed and details should be provided of waste management proposals to allow us to assess this from a highway perspective.
- The vehicle tracking for the extended forecourt area and new loading bay arrangement is acceptable from a highway perspective.
- Prior to the commencement of any development a Construction Management Plan shall be submitted to and approved in writing by the City Council

MCC Flood Risk Management – Suggests the imposition of two conditions designed to prevent flooding and water pollution.

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 102 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that:

- a) the potential impacts of development on transport networks can be addressed;
- b) opportunities from existing or proposed transport infrastructure, and changing transport technology and usage, are realised – for example in relation to the scale, location or density of development that can be accommodated;
- c) opportunities to promote walking, cycling and public transport use are identified and pursued;
- d) the environmental impacts of traffic and transport infrastructure can be identified, assessed and taken into account – including appropriate opportunities for avoiding and mitigating any adverse effects, and for net environmental gains; and
- e) patterns of movement, streets, parking and other transport considerations are integral to the design of schemes, and contribute to making high quality places.

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 EC 1, *Employment and Economic Growth in Manchester* – This policy states that a minimum of 200 hectares of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

The policy states further that the priorities for ensuring continued economic growth include:

- Improving access to jobs for all via public transport, walking and cycling;
- Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- Improving digital infrastructure delivery to businesses and residents;
- Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- Ensuring the continued social, economic and environmental regeneration of the City;
- Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.

Finally, the policy states that Development proposals should have regard to:

- Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions,
- Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
- Flood risk

Policy EC 2, *Existing Employment Space* – States that the Council will seek to retain and enhance existing employment space and sites.

Policy EC 10, *Wythenshawe* – This policy states that Wythenshawe is expected to provide 55 hectares 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:

1. Manchester Airport and specifically Manchester Airport Strategic Site and Airport City Strategic Employment Location

2. University Hospital South Manchester

3. Existing employment sites along:

West Wythenshawe Development Corridor - Oaks Business Park (B1) and Roundthorn Industrial Estate (B8);
East Wythenshawe Development Corridor - Sharston Industrial Estate (B8), Atlas and Concord Business Parks (B1) and Ringway Trading Estate (B8).

4. The district centres of Wythenshawe, Northenden and Baguley

The policy states further that development proposals and planning applications should have regard to

- Ensuring employment opportunities are made accessible to local communities, particularly those at Manchester Airport;
- Locations with good access to the national motorway network M56 and M60 and their suitability for logistics;
- Proposed extension to Metrolink and new stops plus improved bus routes;
- Delivery of low and zero carbon decentralised energy schemes and energy projects within Strategic Employment Locations.

Policy EN 1, *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, as identified in national planning guidance and have regard to the strategic character area in which the development is located. 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.

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 8, *Adaption to Climate Change* – This policy requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.

Policy EN 16, *Air Quality* – 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, including from Combined Heat and Power and biomass plant.

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 as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-

Saved UDP Policies – 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.

Wythenshawe Strategic Regeneration Framework (SRF) – The SRF sets out a detailed policy framework to drive forward the transformation of Wythenshawe from its present condition through to the vision for the future. The key themes of the policy framework are outlined below:

Making the Most of our Economic Assets – one of the central themes of the Wythenshawe SRF. The key regeneration challenge is making sure Wythenshawe people and businesses are equipped to take up the jobs and business opportunities that exist now, and the many more that are planned for the future.

Investing in Our Future – focuses on business infrastructure, shopping and local facilities, and transport. It points to developing Wythenshawe as a significant employment location in the North West, through the expansion of Manchester Airport, and increasing the attractiveness of existing industrial locations to help safeguard employment and encourage new investment.

Neighbourhood Regeneration – puts people and neighbourhoods at the centre of regeneration by focusing on housing, children, families and older people, health, and community safety.

Quality of Life – focuses on culture, parks and open spaces, and neighbourhood character. It recommends strengthening the cultural base of Wythenshawe through its people and facilities, building on Wythenshawe's heritage

Under section 10 of the SRF, "Business Development", policy BD3 states that the City Council will work with employers to ensure that Wythenshawe continues to be a preferred investment location.

Under Section 11, "Business Infrastructure", policy ED1 states that the City Council will support the continued growth of Wythenshawe as one of the UK's premier business locations, capable of attracting corporate end users on an international scale to the conurbation.

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.

Issues

Principle of the Proposal – Hologic is one of the world leaders in developing and supplying diagnostic and surgical equipment designed to detect, diagnose and treat women's health conditions and its future expansion and presence on the site meets the objectives of the Core Strategy, which is supported by the Wythenshawe SRF.

The applicant is seeking consent to erect an extension at the side of the existing warehouse building to accommodate additional packaging and storage facilities and a vehicle loading bay on the ground floor, with ancillary office accommodation on a mezzanine level. This extension is required as the current facilities do not now meet the requirements of the company. At present raw materials are delivered to the warehouse on the southern side of Crewe Road (building C), then taken to the main building (building A) for processing. After that they are taken to building B for packaging before then being taken across Crewe Road again for warehousing, before being shipped out to Milton Keynes or Ghent in Belgium. Part of the process for one of their products is out-sourced to a facility in Chester but that still requires the raw materials to be delivered to this site for inspection. The new facility would enable all of the processes to take place at this site and remove the requirement to transport the products to Milton Keynes.

This proposal would improve their warehousing capabilities and go some way to reduce their vehicle carbon footprint on a local and national level, due to a reduction in overall long distance vehicle movements which is welcomed. Notwithstanding this, the proposal's impact on existing levels of residential and visual amenity, as well as pedestrian and highway safety on the surrounding road, must be assessed.

Employment – The Crewe Road site is one of two Hologic sites within the UK, the other being in Scotland. To ensure the continued growth of Hologic, its retention in Manchester and provide sufficient storage facilities to negate any BREXIT related supply issues, much needed warehousing facilities are needed. At present the applicant utilises warehousing space in the building on the opposite side of Crewe Road, as well as that in Milton Keynes. This is far from ideal as there is a need for the products to remain in a safe and controlled environment and from a business continuity position it is preferable that all of their accommodation is in their control. Without the additional accommodation the presence of Hologic on this site is uncertain.

The applicant has stated that the proposal would result in the number of staff employed at the site increasing from 66 to 91. Not all the staff would be present at one time as they would be employed on a shift basis. This would ensure productivity at the site is maintained and at the same time ensuring that the existing car parking facilities would be capable of accommodating these new staff members. This increase in employment and the retention of Hologic in Manchester is welcomed.

Siting – The proposed extension would line up with the front and rear elevations of the existing building and as a result be located 21 metres from Crewe Road and approximately 20-30 metres from the boundaries with nos. 271 and 271a Wythenshawe Road. The side elevation of the proposed extension would be located approximately 60 to 86 metres away from the boundary of the site with Wythenshawe Road. Given these distances and the fact the extension lines up with the existing frontage and rear elevation the siting of the proposed extension is considered acceptable.

Design and Scale – The rectangular extension would be constructed from trapezoidal composite cladding panels, grey in colour, on top of a band of external brickwork. A row of high level windows would run underneath the eaves to provide light into the warehouse, while windows at the mezzanine level on the front and side elevations would provide light for the ancillary offices. The window frames and loading bay doors would be in a contrasting grey colour to match the existing building. The front and side elevations are shown below.



The applicant's research and office facility (building A on page 1 of the report) is constructed from a mix of brick and cladding whilst the existing packaging/warehouse/office facility (building B) is constructed from brick with a cladding roof. The industrial building on the opposite side of Crewe Road is of brick construction. Given the design of the proposal and the use of similar types of materials that exist on the business park, the overall design of the extension is considered acceptable.

Though the proposed extension is taller than the existing building (11.3 metres at the ridge, compared to the 6.7 metres ridge height of the existing building) it is comparable in size to Hologic's office and research laboratories and the industrial unit on the southern side of Crewe Road. As a result, the scale of the proposed extension is considered acceptable.

Visual Amenity – It is not considered that the proposed extension would have a detrimental impact upon the levels of visual amenity enjoyed by pedestrians walking along Wythenshawe Road, given that it would be set back 60 to 86 metres from the pavement and not readily visible from behind the established hedge that runs along the boundary. The extension would be visible from Crewe Road but given that all of the industrial buildings within the Oaks Business Park are visible from Crewe Road this would not be unusual.

It is acknowledged that the proposal would have some impact upon the levels of visual amenity enjoyed by the residents of no. 271a Wythenshawe Road and several of the neighbouring dwellings primarily due to the differences in height between the existing and proposed buildings. However, it is considered this impact would be limited given the distances between them (32-37 metres) and the fact that the applicant is proposing to plant a landscaping buffer consisting of hedging and trees that would run along the common boundary. Once fully matured this landscaped buffer would limit and filter views of the development from the nearest residential properties.

CGI images of the proposal and views from within and outside of the site are appended at the end of this report.

To conclude, it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed within the vicinity of the site, due to the proposal's design, siting, the provision of a landscaped buffer and distances to neighbouring developments.

Landscaping Scheme – The applicant is proposing to plant a landscaped buffer along the boundary of the site with nos. 271 and 271a Wythenshawe Road. This buffer would consist of a double staggered row of mixed hedging with thirteen semi-mature trees planted in front of it. The following trees are proposed:

- 2 x Field Maples
- 3 x Wild Service trees
- 3 x Hawthorns
- 2 x Whitebeam
- 2 x English Oak
- 1 x Lime

This is a significant uplift in tree planting on the site and responds to concerns raised by residents about visual impact.

The landscaping scheme is considered acceptable and a condition would be attached to any approval granted to ensure the scheme is implemented and retained in-situ.

Residential Amenity – The proposal's impact on existing levels of residential amenity has been assessed in respect of noise, privacy and overshadowing.

Noise – The current building consists of two elements connected by a short corridor. The western element, which the applicant is proposing to extend, is used for the packaging and storage of products before they are shipped to the third party warehouse facilities in Milton Keynes. The eastern element consists of ancillary office facilities. Though no hours restrictions were put in place for this site when originally approved in 1985 (ref. 025337) the applicant has stated that their hours of operation would be between 6.00am to 10.00pm.

The proposed extension would be used as a warehouse facility with ancillary office accommodation on a mezzanine level at the front of the building. Vehicles accessing the site would continue to do so from Crewe Road, with delivery vehicles accessing the loading bays via the proposed manoeuvring/hardsurfaced area at the side of the extension. The nearest loading bay in the side elevation, along with the vehicle manoeuvring area, would be located 54 metres away from the boundary with no. 271 Wythenshawe Road and approximately 67 metres away from no. 271a Wythenshawe Road.

Several local residents have raised concerns about the noise impact from the proposal development, primarily in connection with the comings and goings of HGVs and general activity associated with the warehouse. Several residents also raised concerns about any additional plant and equipment but the applicant has confirmed that none would be installed as part of this application.

The applicant commissioned a background environmental noise survey at the site with the objective of identifying existing noise levels at a number of key sensitive locations in an effort to predict noise levels associated with the use of the proposed extension. The measurements included both continuous logging at a single position over a 24 hour period (adjoining no. 271a Wythenshawe Road) and spot measurements at four sensitive locations around the perimeter of the proposal (1 – the Wythenshawe Road boundary, 2 – the boundary with no. 271a Wythenshawe Road, 3 – the boundary of the site close to the fishing pond and 4 – Crewe Road).

At positions 1, 2 and 4 the spot measurements indicated that road traffic noise and the large V-chillers associated with the existing building are the main contributors to the noise level. At position 3, the spot measurements indicated that the current noise levels are impacted by the existing equipment located at the rear of the building.

The noise survey has indicated three possible locations which could be impacted on due to activity associated with the loading bay.

- no. 87 Warmley Road (property 1), which is located on the opposite side of Wythenshawe Road,
- no. 271a Wythenshawe Road (property 2) and
- the fishing pond located in the wooded area to the east.

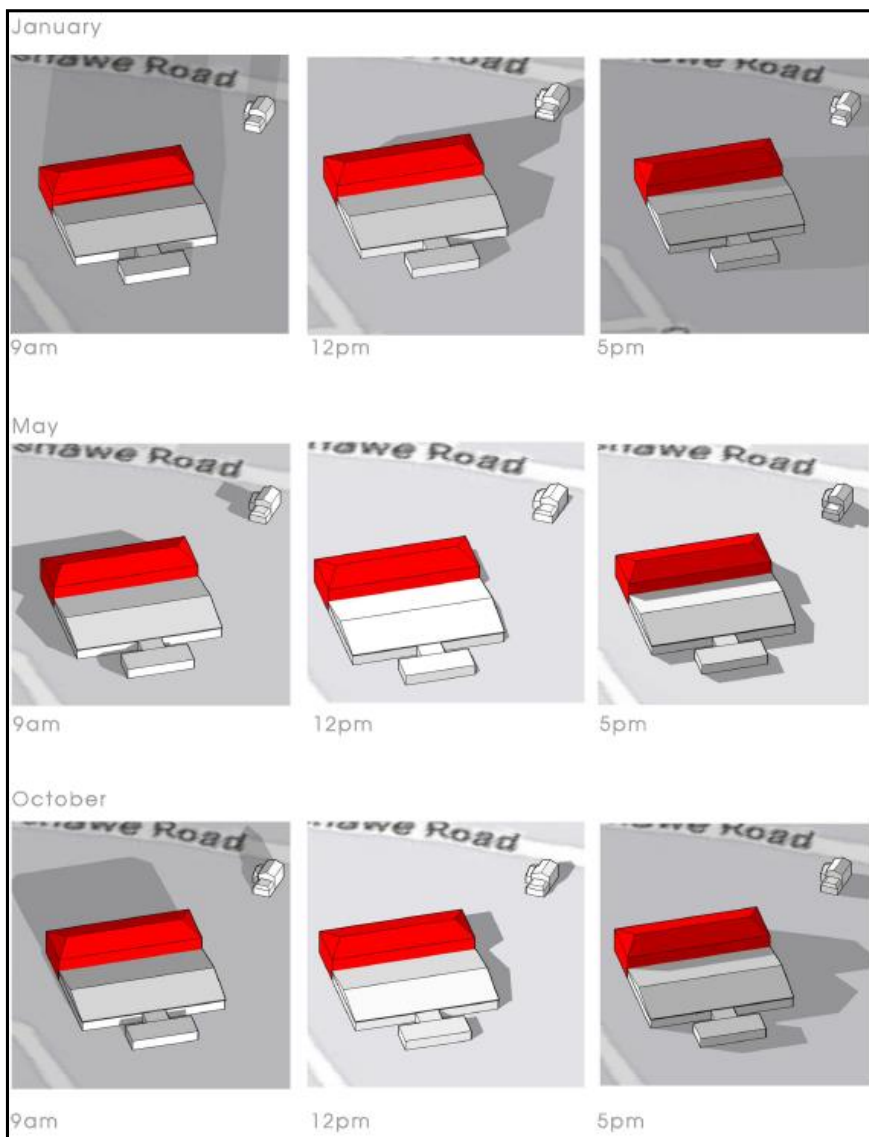
The survey concludes that the impact would be minimal on property 1 and the fishing pond. Given the proximity of property 2 it is recognised that the loading bay activities may cause some adverse effects. However, this would be minimised through the following measures:

- The inclusion of additional screening and absorptive cladding in the design of the building
- When lorries are parked their engines should be switched off
- Refrigeration units on vehicles should be run on electric hook-up
- “White noise” reversing beepers should be installed on trucks and forklifts that are used on site.

To ensure that appropriate insulation measures such as these are incorporated into the scheme the applicant would be required to undertake further surveys to verify that the acoustic scheme has worked successfully. The applicant would also be required by a separate condition to submit a noise management scheme to ensure that the activities associated with the loading bay do not impact upon local residents.

Privacy – There are a series of high level windows in the rear elevation and in the side elevation at the point nearest to the dwellings on Wythenshawe Road. However, as these windows do not serve the mezzanine level and are approximately 8 metres off the ground they would not lead to a reduction in residential amenity resulting from a feeling of being overlooked.

Overshadowing – The applicant has prepared a Sun Path Analysis (shown overleaf) to demonstrate the likely impact of the proposal on the nearest residential properties, in particular no. 271a Wythenshawe Road. The computer simulation has provided nine findings, three each for the months of January, May and October at 9am, 12pm and 5pm respectively. The analysis shows that the rear elevation of no. 271a Wythenshawe Road would be subjected to a modest degree of overshadowing around midday in January, i.e. in the winter months. Given this, it is not considered that the proposal would lead to a significant amount of overshadowing so as to warrant refusal.



With the introduction of the recommended conditions and the fact that the proposal would not lead to overlooking or overshadowing, it is not considered that the development would have an unduly detrimental impact upon the existing levels of residential amenity enjoyed in the vicinity of the site.

Pedestrian and Highway Safety – The applicant's transport statement states that the proposal would generate up to six HGV arrival and departure trips each day, Monday to Friday, in line with the operations that are being transferred from the existing rented warehouse in Milton Keynes, and that these vehicle movements are generally spread across the day and not concentrated in the busiest morning and evening peak periods. As stated previously, HGVs would still access the site via Crewe Road, then drive to the proposed manoeuvring area before accessing one of the four loading bays located in the extension.

In terms of predicted staff changes, it is expected that the warehouse extension could result in up to 25 new staff being employed on the site. It is understood that around nine of these new staff members would work the standard hours of 9am to 5pm, with the remaining operating on shift patterns dependant on business needs but usually between 7am and 8pm.

Given the additional vehicular trips associated with the proposed development, it is not considered that the proposal would increase traffic movements to and from the site to such a degree so as to prove detrimental to the existing levels of pedestrian and highway safety enjoyed along Crewe Road and the surrounding highway network.

Highway Services have reviewed the submitted information and have confirmed that any additional trips can be accommodated on the highway network and any increased parking demands can be satisfied within the site.

Car Spaces – The number of car parking spaces within the site would not change. Highway Services have confirmed that the current provision of 51 spaces (inclusive of two disabled parking spaces) would be sufficient to cater for the additional staff.

Cycle Parking – Though no new cycle storage spaces are proposed it should be noted that five exist within the curtilage of the site and that this provides storage space of ten cycles. In addition, shower facilities are already in existence within the building.

Disabled Access – The existing and proposed building (apart from the office at mezzanine level) would be accessible.

Air Quality and Climate Change – During the construction phase of the development there is the potential for air quality impacts as a result of the building process. Assuming dust control or other measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of the delivery vehicles. However, given the likely number of vehicle movements, the overall significance of potential impacts is considered to be low.

Furthermore, as has been discussed in the “Principle of the Proposal” paragraph above, it is recognised that the proposed warehousing facility would negate the need for the applicant to transport goods to a warehouse in Milton Keynes, before the very same goods are then returned to customers in the north of the country. This reduction in HGV movements would assist in improving air quality at a local and national level.

As a result of the above findings it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Waste Management – Given the nature of their business, Hologic’s waste and recycling processes are stringently controlled. Their waste and recycling consists of the following:

- 3 x general waste bins at 9.1m³
- 2 x dry mixing recycling bins at 9.1m³
- 9 x 1100L recycling bins for cardboard
- A dedicated medical and hazardous waste stream, which is provided by two different companies. The waste is carefully managed under various regulations, and is used when needed.

As these arrangements would remain unaltered no objections or concerns have been raised by Environmental Health.

Drainage – In line with the comments of the Flood Risk Management Team, appropriately worded conditions designed to prevent flooding and contamination would be attached to any approval granted.

Crime and Safety – Given the nature of the applicant’s business there are already robust security measures in place at the site. This proposal would not compromise those measures.

Conclusion

The expansion of Hologic’s operation within the Oaks Business Park is welcomed and conforms to the aspirations of the Core Strategy and Wythenshawe SRF. It is acknowledged that the extension is larger than the existing building, though it is similar in height to those commercial buildings to the west and south. Though local residents have raised concerns about the impact of the proposal, particularly in relation to noise and outlook, it is considered that with the introduction of a landscaped buffer and appropriate acoustic insulation any impact would be limited.

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

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

Recommendation - APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to seek solutions to problems arising in relation to dealing with the planning application. No such problems have arisen on this application.

Conditions

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

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

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

- a) Drawing no. 1108_A_DR_000 Location Plan _Rev A, stamped as received on 28th October 2019
- b) Drawing no. 1108_A_DR_001 Existing Site Plan _Rev A, stamped as received on 28th October 2019
- c) Drawing no. 1108_A_DR_002 Proposed Site Plan_Rev F, stamped as received on 28th October 2019
- d) Drawing no. 1108_A_DR_003 Proposed Floor Plan _Rev F, stamped as received on 28th October 2019
- e) Drawing no. 1108_A_DR_004 Proposed Elevations _Rev E, stamped as received on 28th October 2019
- f) Drawing no. 1108_A_DR_005 Proposed First Floor Plan, stamped as received on 28th October 2019

- g) Drawing no. 774100 Landscaping Scheme, stamped as received on 18th December 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.

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.

- 4) The development hereby approved shall not operate outside the following hours:-
a) 0600hrs to 2200hrs

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 Manchester Core Strategy.

5) The building shall be 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 development becomes operational.

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 in the Manchester Core Strategy and saved UDP Policy DC26.

6) Prior to the development hereby approved becoming operational, a noise management strategy in relation to the use of the loading bays and vehicle manoeuvring shall be submitted to and be approved by the City Council as local

planning authority. The approved management strategy shall than be implemented and remain in-situ while the development is in use.

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 in the Manchester Core Strategy and saved UDP Policy DC26.

7) 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 Policy DM1 in the Manchester Core Strategy.

8) 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 in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

9) The landscaping scheme approved by the City Council as local planning authority shown on drawing no. 774100, stamped as received on 18th December 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 Manchester Core Strategy.

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy.

11) 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:

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy.

12) 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.

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: 125299/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:

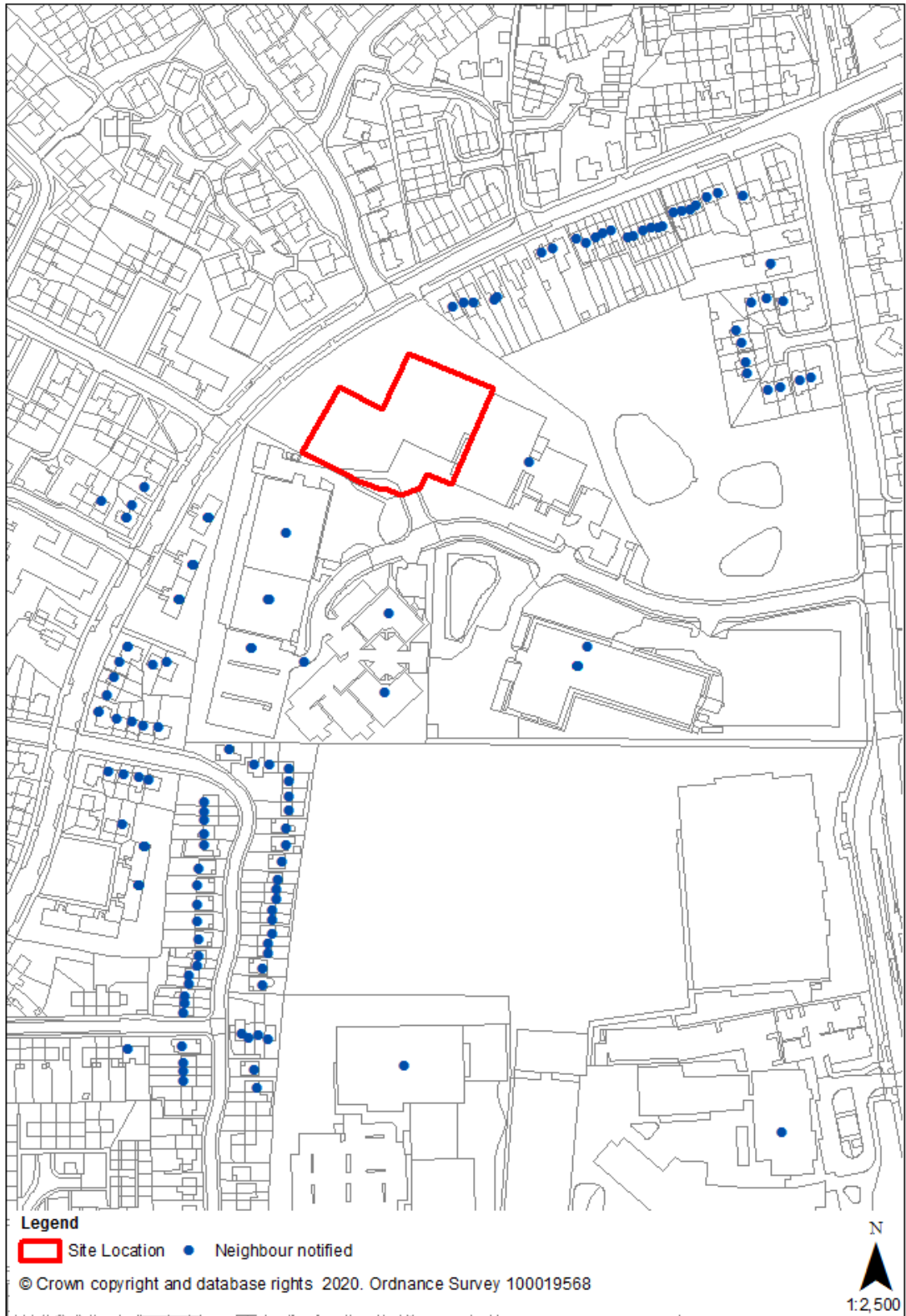
Environmental Health
MCC Flood Risk Management
Highway Services
Strategic Development Team
Greater Manchester Police
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Strategic Development Team

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

Representations were received from the following third parties:

Environmental Health
MCC Flood Risk Management
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : d.lawless@manchester.gov.uk





View from Crewe Road



View from Wythenshawe Road



View from within the site looking towards no. 271a Wythenshawe Road



View from within the site looking towards no. 271a Wythenshawe Road, with the proposed trees in place.

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