



Planning and Highways Committee

Date: Thursday, 12 March 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.

1a. Supplementary Information on Applications Being Considered

The report of the Director of Planning, Building Control and Licensing will follow.

2. Appeals

To consider any appeals from the public against refusal to allow inspection of background documents and/or the inclusion of items in the confidential part of the agenda.

3. Interests

To allow Members an opportunity to [a] declare any personal, prejudicial or disclosable pecuniary interests they might have in any items which appear on this agenda; and [b] record any items from which they are precluded from voting as a result of Council Tax/Council rent arrears; [c] the existence and nature of party whipping arrangements in respect of any item to be considered at this meeting. Members with a personal interest should declare that at the start of the item under consideration. If Members also have a prejudicial or disclosable pecuniary interest they must withdraw from the meeting during the consideration of the item.

4. Minutes

To approve as a correct record the minutes of the meeting held on 13 February 2020.

7 - 18

5. 125799/FO/2019 - John Dalton West / John Dalton Tower Chester Street M1 5GD - Deansgate Ward

Deansgate
19 - 56

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

6. 123983/FO/2019 - 1 Salmon Street Manchester M4 1AA - Piccadilly Ward

Piccadilly
57 - 78

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

7. 124302/FO/2019 - Land Bounded By Chester Road, Hulme Hall Road & Ellesmere Street M15 4JY - Hulme Ward

Hulme
79 - 130

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

8. 125186/FO/2019 - Riverside Lodge 208 Palatine Road M20 2WF - Didsbury West Ward

Didsbury West
131 - 160

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

9. **121828/FO/2018 - 351 Palatine Road Northenden M22 4FY - Northenden Ward** **Northenden**
The report of the Director of Planning, Building Control and Licensing is enclosed. 161 - 192

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:

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Planning and Highways Committee

Minutes of the meeting held on Thursday, 13 February 2020

Present: Councillor Curley (Chair)

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

Also in attendance: Councillors Akbar, A Ali, Kilpatrick, Newman, O'Neil and Wright

PH/20/11 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/19/12 Minutes

Decision

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

PH/20/13 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

(Councillors Andrews and Flanagan both declared prejudicial interests in this item of business and left the meeting before it was considered)

The application related to the construction of a temporary 729 space car park, with associated access arrangements onto Enterprise Way, for a temporary period of five years. The application was deferred at the meeting of the Committee on 16 January 2020 for a site visit to 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 Committee undertook a site visit prior to the meeting.

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 that is associated with a scheme granted planning permission by Committee at its meeting held in December 2018. It was explained that the proposal was not related to the operation of the airport but to the growth of a business located near to the airport.

The meeting was addressed by an objector who referred to the Climate Emergency that the Council has declared. He argued that the demand for ever more car parking capacity had to stop if there was to be a reduction in carbon dioxide emissions in the city. This application was an opportunity for the Council to show how travel to work needed to be reconsidered in the future. The application should be rejected and green travel options relied upon.

The meeting was then addressed by a representative of the applicant. He spoke of the applicant's investment in creating new jobs in Manchester and how the growth of the business was a boon to the city's economy and the economic wellbeing of the area.

Councillor O'Neil addressed the meeting as a ward councillor for the Woodhouse Park ward. He felt that the traffic generated from the operation of the airport was already adding to the pollution and carbon dioxide that were directly affecting the local communities, and that this application would only exacerbate that undesirable situation. He called on the committee to reject the application.

Councillor Newman also addressed the meeting as a ward councillor for the Woodhouse Park ward. He spoke of the levels of pollution that local residents face from the airport operations and the traffic generated by air passengers going to and from by the airport. This application would add to pollution and traffic in the area. The employment opportunities generated by the growth of the business were welcome but he sought an assurance that the jobs created would be taken up by local residents so that they did not result in more traffic.

The planning officer confirmed that the principle of a large car park at this site had been approved in a 2018 planning approval that had also dealt with the building of new offices for the company. This application was bringing forward the timing of the implementation of a part of that earlier consent. The applicant had provided a Green Travel Plan as part of the application to help reduce the level of additional traffic the expansion of the car park would generate, as the number of spaces available would still be fewer than the number of employees who were to be working at the site.

The Chair referred to investment into community and social infrastructure by the company to support community initiatives in the Woodhouse Park ward.

Given the relationship of the proposed car park to the delivery of the consent granted in 2018, it was proposed that approval of this application should be time-limited as the future of the whole site needed to be in accordance with the earlier consent. The long-term operation of the car park should not be independent of the proposed office development. The recommendation had approval for five years only. The Committee felt that two years would be more appropriate. It was proposed and agreed that a temporary consent of two years should be given.

Decision

To grant temporary consent for a period of two years subject to the conditions and reasons set out in the Planning Officer's report.

PH/20/14 125474/FO/2019 - Land Adjacent to Mayton Street, Manchester, M11 2AN - Clayton and Openshaw Ward

(Councillor Andrews re-joined the meeting for consideration of this application. Councillor Hitchen had to leave the meeting for part of this item and so took no part in the decision making)

The application submitted related to the erection of twenty three two storey dwelling houses with associated car parking, hard and soft landscaping and boundary treatments.

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.

The Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further information on representations made and proposed further conditions that should be applied to any consent.

The meeting was addressed by a representative of the applicant. She said that the development would bring 23 much-needed high quality affordable family houses to Openshaw, with 17 for social rent and 6 for shared-ownership. The number of homes being proposed had been reduced from 39 to 23 so as to retain an area of open space as a community resource, preserving something that the community has been enjoying for some years.

The Committee welcomed the scheme and the contribution it was going to make to the provision of affordable homes in the city.

Decision

Minded to approve subject the conditions and reasons set out in the report and the further conditions and reasons proposed in the Late Representations, and also subject to entering into a Section 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.

PH/20/15 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

(Councillor Flanagan re-joined the meeting for consideration of this application)

The application 124972/FO/2019 was for the phased creation of around 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 an eleven 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. The site is located on Land bounded by Mayfield Depot Building, Hoyle Street, Mancunian Way (A635), Baring Street, Buxton Street & Berry Street (inclusive) and McDonald Hotel Along with associated Roads and Junctions, Manchester, M1 2AD.

The application 125248/FO/2019 was for the Erection of a thirteen 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. The site is located on land adjacent to Mancunian Way (former Mayfield Goods Yard), Baring Street Office 2, Manchester, M1 2AD.

The Planning Officer drew the Committee's attention to the late representation that had been submitted for application 124972/FO/2019 which provided further information on representations made.

The meeting was addressed by a representative of the applicant. He explained that at the heart of this application was the creation of a new public park in Manchester, with a river running through it. The park was felt to be an essential element of the application that would see the world-class regeneration of the mostly derelict Mayfield site, in accordance with the Mayfield Strategic Regeneration Framework. This new district would create a community in the city with a mix of employment,

shopping, leisure and homes. It would result in up to 10,000 new jobs. The historic depot at Mayfield was to be retained and restored as part of the scheme.

The committee welcomed the application for the redevelopment of this important area at the edge of the city centre, and the transformation that it would bring about. They discussed the objections that had been made and the extent of the car parking that was being proposed.

Decision

To approve both applications subject to the conditions and reasons set out in the report.

PH/20/16 124302/FO/2019 - Land bounded by Chester Road, Hulme Hall Road and Ellesmere Street, Manchester, M15 4JY - Hulme Ward

The application was for the demolition of the existing building on site and the erection of a residential-led mixed use development within two build blocks ranging from eight to eighteen storeys in height. The development consists of three hundred and sixty-six residential units (C3); two hundred and seventeen square metres 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.

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 Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further information on representations made. Additional photographic images of the development site were circulated. A representation had been made that the Committee undertake a site visit.

Decisions

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

PH/20/17 125654/FO/2019 - Former Church Inn, 84 Cambridge Street, Manchester, M15 6BP - Hulme Ward

The application was for the erection of a nine-storey purpose built student accommodation building comprising sixty-two units and associated landscape and highway works, following demolition of existing structures.

The site is located on the west side of Cambridge Street, 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 measures 0.3 hectares comprises a vacant public house known as the Church Inn, the public house 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 Committee had on 14 March 2019 resolved to defer determination of an application in order to undertake a site visit before making a decision. The site visit took place on 11 April 2019, and the Committee 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 deferred and the Director of Planning asked to bring a report which addresses the concerns raised and potential reasons for refusal. The applicant reviewed the scheme to address the concerns expressed by the Planning and Highways Committee and revised plans had been submitted in June 2019.

The Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further information on representations and objections made. It also proposed a further condition that should be attached to a consent. Objections received referred to the negative impact of the development on residential amenity and the loss of green space. The applicant's late representations included copies of correspondence with two local councillors saying that those councillors no longer opposed the application.

A local resident spoke at the meeting to object to the application. He referred to the guidelines relating to loss of daylight and sunlight and asserted that the report showed there would be 152 transgressions of those guidelines if the scheme was built. He referred to the extent that the glazing of the building would result in the potential overlooking of the windows and gardens of adjacent properties, some at short distances. The development would also require access over land that was in other ownership, and permission for that had not been sought. Providing that access would result in the loss of an amenity space enjoyed by the existing residents of neighbouring properties. The access to the site was constrained and unable to deal with the likely traffic volumes or provide sufficient access for emergency vehicles.

The meeting was addressed by a representative of the applicant. He explained that this application was the developer's first scheme of student accommodation in Manchester, although they had much experience from other universities across the UK. Their approach is to work in partnership with universities, local council and other

local community stakeholders to ensure that their student accommodation developments are rooted in the communities. He explained how the proposals had been changed since they were considered in 2019 so as to address the concerns that the committee had raised at that time. The scale of the development had been reduced, bringing about improvements in the daylight and sunlight available to occupants. The development was supported by the university and two of the ward councillors.

The meeting was next addressed by Councillor Wright, a ward councillor for the Hulme ward. She said that the building was still too big for the proposed location, out of keeping with the neighbouring properties and would result in significant detriment to the residents of the neighbouring properties. She referred to the extent of the objections to the scheme from local people. She spoke of the unsatisfactory proposals for access and for the servicing and removal of waste, and where the bins for the building were to be sited. He asked the Committee to reject the application.

The Planning Officer confirmed that the applicant was negotiating with the other land owner to secure the necessary access to the rear of the building, but that the right of access over the land was primarily a legal matter for the applicant. Good access to the building and the servicing of the bins were to be addressed by the conditions being proposed. He confirmed that in planning terms the loss of daylight within this building, and to one of the adjacent buildings, was considered to be acceptable as the guidelines were intended to be used in a flexible manner.

The Committee referred to the size and massing of the proposed development and the impact it would have on the amenity of the neighbouring properties, as well as the concerns about how access to the rear was to be arranged, together with the proposals for waste management at the rear of the building. Members were also concerned by the suggestion that students did not need to enjoy the same levels of daylight as residents in other types of properties. Members also felt that there could be significant traffic generated at certain times of the day, if the experiences from other buildings in the city centre were replicated here.

Decisions

Minded to refuse for the reasons 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 deliveries, servicing and noise disturbance having an impact upon residential amenity.

**PH/20/18 117960/FO/2017 - High Elms, Upper Park Road, Manchester,
M14 5RU - Rusholme Ward**

The Committee was informed that the application had been withdrawn by the applicant.

PH/20/19 117961/LO/2017 - High Elms, Upper Park Road, Manchester, M14 5RU - Rusholme Ward

The Committee was informed that the application had been withdrawn by the applicant.

PH/20/11 123188/FO/2019 - Xaverian College Lower Park Road Manchester M14 5RB - Rusholme Ward

(Having been out of the room at the start of this item of business Councillor N Ali took no part in the decision making, Councillor M Monaghan was also not present for this item of business)

The application was for the Installation of fencing and gates to campus boundaries between 2.4 m and 2.7 metres in height. 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 Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further information on representations made. A further eleven objections had been received including from the Manchester Civic Society relating to the height and design of gates and railings, preservation of trees, loss of visual amenity.

The meeting was addressed by a representative of Rusholme and Fallowfield Civic Society who spoke about the possible impact the development would have on the Conservation Area. She spoke of the college's strategy to use high fences to help safeguard the learners, to give the college more time to respond to any risks to the students. She felt that as the strategy was untested, with no proof that all the measures the college was seeking were actually necessary. It was likely that the fencing would not need to be as high as that which is being proposed, making reference to the boundary walls that have been at the site. The proposed heights were excessive in the Conservation Area and a better design could actually enhance the area and not harm it.

Councillor Ali, a ward councillor for Rusholme ward, addressed the meeting. He spoke of the importance of the college and its heritage buildings to the character of the Conservation Area and the Victoria Park neighbourhood. He urged the college to consider using railings of 2.1m high rather than 2.4m in the more prominent parts of the boundary.

A representative of the applicant spoke next. He referred to the desire to maintain the aesthetic qualities of the college and the desire to avoid proposals that would

harm the college's estate and the wider Conservation Area. Nevertheless, the college was trying to adhere to the Department of Education advised minimum height of 2.4m on the site boundary.

The department's advisory minimum height was confirmed by the Planning Officer.

Members of the committee welcomed the way that the college had been working with the local community and the Civic Society to try to avoid harming the amenity of the area and expressed their desire that the cooperative approach continued into the future. The members accepted the college's desire to comply with the Department of Education's advisory height and welcomed the quality of the design that the college was proposing to use.

Decision

To approve both applications subject to the conditions and reasons set out in the report.

PH/20/11 125186/FO/2019 - Riverside Lodge, 208 Palatine Road, Manchester, M20 2WF - Didsbury West Ward

(Councillor S Ali left the meeting part way through this item of business and took no part in the decision on this or the later item)

The application was for Rooftop extension to Block A to form 4 x 2 bedroom apartments and provision of an additional 5 car parking spaces. 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 dwelling houses. 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.

The Planning Officer drew the Committee's attention to the late representation that had been submitted which provided further information and further objections that had been received from the local MP and local residents, and a further condition that was being recommended to any approval.

A local resident spoke as a representative of the owners of properties in Riverside Lodge. The application was a resubmission of a scheme that had been approved in 2014 but had lapsed before it had been commenced. However, the policy issues now raised by the application had changed since the prior approval had been given.

She commented on the lack of provisions for cycle storage, and also to the loss of daylight and sunlight to some of the residents in the blocks within the overall scheme. There would also be a loss of green space and a likelihood that local parking problems would be exacerbated.

Councillor Kilpatrick, a ward councillor for the Didsbury West ward addressed the meeting. He felt that the original consent should never had been given. He explained the setting of Riverside Lodge as an established site of two blocks close to the River Mersey. He described the loss of amenity that the approval would result in to the residents of Riverside Court and Riverside Lodge, highlighting the parking problems that will arise in the neighbourhood. He added that some of the proposed new parking was in an area that is at risk of flooding. He explained why he felt that application was contrary to the Council's policy on housing development outside of district centres. He asked the committee to reject the application.

The Planning Officer explained that the loss of daylight and sunlight had been considered and the development would result in only one of the neighbouring dwellings being below the guideline levels.

The members of the committee considered the merits of the application and were concerned about the potential harm to the character of the area due to the proposed car parking. They weighed up the extent of change in the scheme, and the guidance that might be relevant since the approval had been given in 2014. There were also concerns about the impact on residents during the construction period including the loss of the existing lift for a period of time.

Decision

Minded to refuse due to the harm the development would cause to the amenity of existing residents, the loss of green space in order to provide additional car parking, and the disruption to existing residents during the construction period, including the loss of the lift in the building for a period of time.

PH/20/11 125299/FO/2019 - Hologic (Warehouse Building), Crewe Road, Manchester, M23 9HZ - Brooklands Ward

The application relates to the erection of a 3 storey extension to provide new loading bay and storage area, with ancillary office accommodation on a mezzanine level with associated vehicle turning area. The proposed site on Crewe Road consists of two buildings: a two storey office and research facility and a packaging/ warehouse and office facility. The applicant also utilises an element of the building located on the opposite side of Crewe Road for storage. The application proposes to plant a landscaping screen, including 13 semi-mature trees, along the boundary with nos. 271 and 271a Wythenshawe Road.

The Planning Officer drew the Committee's attention to the late representations that had been submitted by the applicant which provided further information and a further condition that was being recommended to any approval.

A representative of the applicant addressed the committee. The application was for a warehouse on an industrial estate. This would result in the creation of local employment and help reduce carbon emissions by bring manufacture and distribution of the company's product into one location instead of being spread across England. He spoke of the mitigations that were part of the application to address concerns about noise and visual impact.

The committee welcomed and supported the application and the contribution it will make to employment and reducing carbon dioxide emissions.

Decision

To approve, subject the conditions and reasons set out in the report and the further condition and reasons proposed in the Late Representations

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Application Number	Date of Appln	Committee Date	Ward
125799/FO/2019	20th Dec 2019		Deansgate Ward

Proposal Demolition of existing John Dalton West Building and associated structures, and erection of a new 7 storey education building (Use Class D1) for the Faculty of Science and Engineering (comprising teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre), physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, car and cycle parking and associated works.

Location John Dalton West / John Dalton Tower, Chester Street, Manchester, M1 5GD

Applicant , Manchester Metropolitan University, 99 Estates Directorate, Oxford Road, Manchester, M1 7EL

Agent Mrs Anna Relph, Turley, 1 New York Street, Manchester, M1 4HD



Computer Generated Image – Drone image taken from the south west

Description

The site is located on Chester Street within the All Saints Campus of Manchester Metropolitan University (MMU). It is bounded by Chester Street, the Mancunian Way, Cambridge Street and John Dalton Tower. The site comprises circa 1.3 hectares of previously developed land occupied by the single storey John Dalton West building which would be demolished, the 7 storey John Dalton Tower building which would be refurbished, greenhouses, car parking and hard landscaping.

There are educational, residential, food and drink and retail uses nearby. The entire site is within Flood Zone 1. The Grade II listed Chatham Mill, Cambridge Mill and Chorlton Old Mill are to the North, on the opposite side of Chester Street, and the Grade II listed John Dalton statue is to the East of the site. The site is not within a conservation area.

Planning permission is sought to demolish the John Dalton West Building and associated structures, and erect of a 7 storey education building (Use Class D1) for the Faculty of Science and Engineering. It would provide teaching and research spaces, academic offices, social learning areas, catering/kitchen facilities and an energy centre, as well as physical connections to and external refurbishment of the John Dalton Tower, hard and soft landscaping works, and associated works. 30 parking spaces are proposed with 17 standard spaces, 10 electric vehicle charging bays, and 3 accessible bays. 164 spaces would be lost.

This new facility is one of six 'major transformational schemes' required to meet the universities needs as part of its Estates Strategy. It would allow the Faculty of Science and Engineering to meet its programme of growth in research, modernising STEM education, growing post-graduate student numbers, building partnerships with high-profile organisations and raising the Faculty's international presence. The proposal would help MMU to develop its research capabilities and continue its major role in advancing technology relating to health, wellbeing and the wider world. World-class interdisciplinary research would take place and contribute to the local, city regional and national economy, both through transformational technological breakthroughs and through the retention of the next generation of talented professionals.

The primary frontage would be on Chester Street and would be enhanced by landscaping to the north of the building. Sealed rooms and laboratories would be located adjacent to the Mancunian Way.



The Ground Floor would comprise the arrival space with social learning spaces, catering and eating areas and seminar rooms. There would be connections to back of house areas in the John Dalton Tower including an Energy Centre. Levels 01 to 06 would contain academic spaces including social learning spaces, seminar and teaching rooms and a Super Lab – greenhouses would be located on Level 06. The gross internal area of new build would be 14,766m².

The proposed building would be seven storeys and a maximum height of 36m. The height is similar to John Dalton Tower and the Business School on the south side of the Mancunian Way. The wider context includes Circle Square and First Street where there are taller buildings.

The public realm would be fully accessible and could be removed should further development be required. Planting would include native and non-native tree species and plant mixes would soften the landscape. The hard landscaped area off Chester Street would provide opportunities for functions and events.



The external façade would have precast concrete rainscreen cladding at the lower floors to form a plinth, along with a ‘transom-free’ low-iron glazed curtain walling system. The upper levels would be a glazed curtain walling system with projecting perforated anodised aluminium panels. A silicone jointed low-iron glazed curtain walling system would form the connection to the John Dalton Tower. The roof would have enclosed plant, and significant space for photo-voltaic panels. Full and direct, level access would be available to all parts of the building.

Servicing, deliveries and waste collection would be off Chester Street, with a service road providing access to waste stores and loading bays at the rear of the building. 24 x 1100 litre bins and 13 x 360 litre bins are proposed, with general waste being collected daily. Paper & card recycling bins and dry mixed recycling bins would be collected three times a week, and food waste bins and glass bins once a week. Day to day deliveries would be able to use the drop off point on Chester Street.

The building would seek to achieve BREEAM rating ‘Excellent’.

Consultations

The application has been advertised in the local press as: a major development; affecting the setting of listed buildings; in the public interest and affecting a right of way. Site notices have been displayed and nearby occupiers have been notified.

An objection has been received about loss of sunlight to Cambridge Mill, the impact on local residents due to noise and traffic during construction phase and a desire to see open, public green space as part of any project.

Highways Services – Requested provision of a controlled pedestrian crossing on Cambridge Street, recommended conditions relating to servicing, provision of a travel plan and provision of a construction management plan.

Environmental Health – Recommended conditions relating to deliveries, fumes, Construction Management Plan, Construction hours, noise from plant, air quality, refuse, and contaminated land.

Neighbourhood Team Leader (Arboriculture) – no representation received

Oliver West (Sustainable Travel) – recommended condition requiring provision and implementation of a travel plan

Ward Councillors - no representation received

City Centre Regeneration – wrote a letter of support for the scheme siting the teaching and research facilities, the public realm and the strengthening of Oxford Road Corridor as positives of the scheme.

Work and Skills – recommended condition regarding the use of local labour at construction and operation phase to be agreed with MCC Work and Skills Team

Great Manchester Police – the recommendations in submitted Crime Impact Statement should be implemented via a condition

United Utilities – recommended conditions regarding implementation of SUDs, and requirement for foul and surface water to be drained on separate systems

Canal & River Trust – no objection

Greater Manchester Ecology Unit – recommended conditions to restrict/manage demolition works during main bird breeding season and to require a biodiversity enhancement scheme to be submitted to LPA.

Environment Agency – recommended condition that works should be stopped should any previously unidentified ground contamination be identified, until an appropriate remediation strategy is submitted to the LPA.

TFGM – comments included in Highways Services response

Greater Manchester Archaeology Advisory Service – an archaeological desk based assessment (DBA) notes that any archaeological heritage assets would be of local importance. The potential impacts of the proposed development could see the extensive damage or loss of heritage significance, however this impact could be mitigated by some measure of preservation by record. GMAAS broadly accepts the recommendations offered by the DBA and recommends that the necessary mitigation should be secured through a planning condition.

Greater Manchester Pedestrian Society – no representation received

Greater Manchester Geology Unit – no representation received

Greater Manchester Fire and Rescue Service – no representation received

Oxford Road Corridor Partnership – no representation received

Flood Risk Management – recommended conditions to require the submission, agreement, implementation and management of surface water drainage works (including for SUDs).

Counter Terrorism - no representation received

Issues

Local Policy

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), EC1 (Land for Employment and Economic Development), EC3 (The Regional Centre), CC1 (Primary Economic Development Focus (City Centre and Fringe)), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC6

(City Centre High Density Development), CC7 (Mixed Use Development), CC8 (Change and Renewal), CC9 (Design and Heritage), CC10 (A Place for Everyone), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN2 (Tall Buildings), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management)

The Core Strategy Development Plan 2012-2027 was adopted in 2012 and is the key document in the Local Development Framework. 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 would therefore support sustainable growth and help to halt climate change.

SO2. (Economy) – The scheme would provide construction jobs and permanent employment in a highly accessible location. The education and research accommodation would assist the development of the City's role as the main employment location and primary economic driver of the City Region. This would reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

SO5. (Transport) – The development would be highly accessible, reducing the need to travel by private car and would make the most effective use of public transport. This would improve physical connectivity and help to enhance the functioning and competitiveness of the city and provide access to jobs, education, services, retail, leisure and recreation.

SO6. (Environment) – The development has been designed to protect and enhance the natural and built environment and use natural resources sustainably to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; improve recreational opportunities; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) – The development would be highly sustainable providing high quality teaching and research accommodation. It would be consistent with the City Centre Strategic Plan. The development would be close to sustainable transport and maximise public transport infrastructure. It would help to create a neighbourhood where people choose to be, work and live by: enhancing the built and natural environment; creating a well-designed place; creating character; reusing brownfield land and, reducing the need to travel.

Policy EC1 (Land for Employment and Economic Development) - The proposal would develop a City Centre site and generate employment. It would help to spread the benefits of growth across the City, helping to reduce economic, environmental and social disparities. The site is close to the City's transport infrastructure and the development would promote walking, cycling and public transport use. The City Centre is a key location for employment growth and jobs would be created during construction and when operational. The design would use the site efficiently and users and employees would have access to a range of transport modes.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses and provide a world class facility which would support the growth of world class institutions, champion transformational investment and accelerate innovation, commercialisation and company growth.

Policy CC5 (Transport) - The secure nature of the accommodation and increased natural surveillance would improve pedestrian safety. The development would be accessible by different public transport modes and the level of parking would be reduced on site. This should improve air quality and reduce carbon emissions.

Policy CC6 (City Centre High Density Development) – The proposed high density development would use the site efficiently.

Policy CC7 (Mixed Use Development) - The proposal would add to the mix of uses and help to maintain the vibrancy of the City Centre. It would incorporate active frontages, create activity and increase footfall. The uses would complement activity in the Oxford Road Corridor and the surrounding locality.

Policy CC8 (Change and Renewal) – The scheme would contribute significantly to the education, innovation and employment role of the City Centre and would improve accessibility and legibility. It would create jobs during construction and in operation. It would be consistent with the approved development framework for the area.

Policy CC9 (Design and Heritage) – This high quality bespoke educational building would have a high standard of appearance and function. The design would be appropriate to its City Centre context and character. The scale, height, massing, alignment, material and use are acceptable and would not adversely affect the setting of nearby listed buildings.

Policy CC10 (A Place For Everyone) – Level access would be provided into the building and full access would be provided to all facilities on all levels. This is a highly accessible, sustainable location.

Policy T1 (Sustainable Transport) – The location is accessible by all forms of sustainable travel and a travel plan would promote its use. 170 cycle parking spaces are proposed. The provision of high quality public realm and the planting of street trees would improve the pedestrian environment.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by all 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 high quality design would enhance the character of the area and the overall image of the City. The design responds positively at street level with the provision of public space and active uses, which would improve permeability.

EN2 (Tall Buildings) – The proposal would develop a brownfield site and contribute positively to sustainability, contribute positively to place making and would bring significant regeneration benefits. The proposed building would not be significantly taller than existing surrounding buildings and would not be considered a tall building.

Policy EN3 (Heritage) - The development would have a positive impact on the character and appearance of the site and the settings of nearby listed buildings by repairing the urban fabric and developing a high quality building and high quality public realm. The site has an archaeological interest from 19th Century communities, and a scheme of investigation is proposed.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) – An Energy Statement sets out that 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 – achieving a 38.7% improvement on Part L 2013 notional building.

Policy EN8 (Adaptation to Climate Change) - This is a highly sustainable location and the development could achieve an approximate 38.7% improvement over the Part L 2013 Building Regulations. A preliminary BREEAM assessment has also concluded that the development can achieve an ‘Excellent’ rating. The site is in flood risk zone 1 with a low risk of flooding and the scheme includes measures to avoid flooding. The application is supported by an energy statement and environmental statement.

Policy EN9 (Green Infrastructure) – The development would include tree planting within the public realm, open green space and shrub planting.

Policy EN14 (Flood Risk) – A Flood Risk Assessment and drainage strategy has been submitted in support of the application. The site falls within Flood Zone 1 (low probability).

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 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. The application is supported by an air quality assessment.

Policy EN17 (Water Quality) - The development would not have an adverse impact on water quality. Surface water run-off and ground water contamination would be minimised.

Policy EN18 (Contaminated Land and Ground Stability) - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

Policy EN19 (Waste) The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been submitted.

Policy DM1 (Development Management) – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- that development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

The application is considered in detail in relation to the above issues within this report and is considered to be in accordance with this policy.

Saved Unitary Development Plan Policies

DC19.1 (Listed Buildings) – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings.

Policy DC20 (Archaeology) – The site has an archaeological interest from 19th Century Communities and a scheme of investigation is proposed.

DC26.1 and DC26.5 (Development and Noise) – The application is supported by acoustic assessments.

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 would comply with these principles where relevant.

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 8 & 9). Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan. Paragraph 12 states that:

“The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.”

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons outlined below.

Section 6 – (Building a strong and competitive economy) – The proposal would support economic growth to create jobs and prosperity, building on an area’s inherent strengths. The proposal would support economic growth and create jobs and prosperity through construction and through the operation of the use.

Section 7 (Ensuring the Vitality of Town Centres) – The proposal would promote a use and subsequent employment opportunities that would ensure the vitality and viability of town centres. A high quality development on a brownfield site, within a regeneration area and in need of redevelopment would improve the character and appearance of the area within the City Centre.

Section 8 (Promoting healthy and safe communities) – This recognises that the planning system can facilitate social interaction and create healthy, inclusive communities. The development would incorporate cycle provision, active street frontages, and would be safe and accessible. It would be fully integrated into the wider area and would relate well to and complement the nearby uses within First Street and the Oxford Road Corridor.

Section 9 (Promoting Sustainable Transport) – Focussing development in sustainable locations that limit the need to travel and offer a choice of transport modes contributes to sustainability and health objectives.

This site is close to Oxford Road railway station, Deansgate/Castlefield and St Peter’s Square Metrolink Stations, Metroshuttle Services and bus routes on Oxford Road. This would be sustainable development and contribute to wider sustainability and health objectives and would give people a choice about how they travel.

Section 11 (Making Effective Use of Land) – Planning should promote the effective use of land, safeguard and improve the environment and ensure safe and healthy

living conditions. The redevelopment of a brownfield site to construct a 7 storey building containing education uses would use the site effectively.

Section 12 (Achieving Well-Designed Places) – The proposal would promote the high quality and inclusive design of individual buildings, public and private spaces and wider development schemes. The design has been reviewed through consultation and evolution. The building would respect the historic site and the character of the existing buildings and would be fully accessible. The proposals would also include high quality and inclusive public space.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – Planning plays a key role in helping shape places to secure radical reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change, and supporting the delivery of renewable and low carbon energy and associated infrastructure.

This is a highly sustainable location and the development would achieve an approximate 38.7% improvement over the Part L 2013 Building Regulations benchmark. The site is in flood risk zone 1 and therefore has a low risk of flooding, but has been designed with measures to avoid flooding.

Section 15 (Conserving and enhancing the natural environment) – advises that the planning system should contribute to and enhance the natural and local environment, and that local planning authorities should aim to conserve and enhance biodiversity.

The potential risks of various forms of pollution, including ground condition and noise, has been considered. It is considered that the proposals, with appropriate mitigation measures, would not have any significant adverse impacts on the natural environment and includes measures to protect and enhance the natural environment, including the provision of tree and shrub planting, and open space.

Section 16 (Conserving and Enhancing the Historic Environment) - sets out the criteria that should be taken into account when assessing the impact of development on heritage assets when determining planning applications. Heritage assets include areas or landscapes with a heritage interest.

The site is not within a conservation area but does affect the settings of nearby Grade II listed buildings. The applicant has submitted a heritage statement that assesses the impact on the surrounding heritage assets. An archaeological desk-based assessment that shows that the site does not contain any designated archaeological assets however there are potential archaeological remains which may contain information regarding 19th Century communities who lived and worked in the area. A condition on any approval would secure a programme of archaeological work to record any features of interest.

Other Relevant City Council Policy Documents

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 Corridor Manchester. This area is a hub containing world-class higher-education institutions, a leading research and teaching hospital complex, and a rich range of cultural facilities. The key priorities for this area of relevance to this scheme are as follows:

- Continued development of University Of Manchester and Manchester Metropolitan University campus masterplans to create high-quality learning environments that enhance the student experience
- Further exploiting the science and knowledge base of Corridor Manchester.

The proposed development would be consistent with achieving these priorities. The proposals would deliver a high quality building to facilitate innovation and research in scientific pursuits.

Oxford Road Corridor Strategic Spatial Framework (ORC SSF)

The framework was endorsed in March 2018 and seeks to strengthen the Corridor through an ambitious development programme plan which seeks to deliver over 4 million sq ft of high-quality commercial, leisure, retail, and residential space. The Corridor is considered to be one of the City Region's principal assets that has great opportunities to grow and diversify its economic basis. It is home to an exceptional group of knowledge intensive organisations and businesses, 70,000 students and a workforce of 60,000 people. The area provides an estimated contribution of £3 billion GVA per annum, consistently accounting for 20% of Manchester's economic output over the last 5 years. The area's economic base is strongly focused on high value added and high growth sectors and as such it accounts for a large proportion of highly skilled jobs within the City Centre.

New development (both physically and functionally) should foster improved connectivity with surrounding communities to ensure that the benefits of investment and regeneration flow into those areas and that there is access to all to the wealth of assets located within Oxford Road Corridor, including employment opportunities, culture, leisure, transport, healthcare and sports' facilities.

The Strategic Vision for the Corridor Manchester Partnership (2015-2025) supports the Framework and aims to realise the Corridor as "Manchester's cosmopolitan hub and world-class innovation district". The document highlights the need to continue to support the major institutional partners and their investment programmes.

Corridor Manchester is on course to become one of the top five innovation districts in Europe. To do so, it will continue to compete at a global level and will act as the epicentre of the Northern Powerhouse. It must set its standards by the world's most

effective innovation districts and knowledge-leading institutions, the continued growth of the private sector and the strengthening of Corridor Manchester as a place to live, visit and work for students and knowledge workers across the world.

The Strategic Vision identifies MMU John Dalton Complex as one of several major investment locations with the potential to impact significantly on Corridor Manchester's economy, with the creation of thousands of new jobs. The proposed development would support Corridor Manchester in achieving the desire to become a place to live, visit and work for students by providing well-designed accommodation with good accessibility to public transport nodes.

Our people, our place: Greater Manchester Strategy (GM Strategy)

The plan explains GM's ambitions for the future of the city region and the 2.8 million people who live in the towns, cities, communities and neighbourhoods that make up Greater Manchester. It covers health, wellbeing, work and jobs, housing, transport, skills, training and economic growth. The strategy comprises 10 key aims of which the following are relevant to this proposal:

- Young people equipped for life
- Good jobs, with opportunities for people to progress and develop
- A thriving and productive economy in all parts of Greater Manchester
- World-class connectivity that keeps Greater Manchester moving
- A green city-region and a high quality culture and leisure offer for all
- Safer and stronger communities
- Healthy lives, with quality care available for those that need it
- An age-friendly Greater Manchester

Manchester Green and Blue Infrastructure Strategy 2015

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

The proposal includes a landscape scheme with tree planting and hard and soft landscaping which would be public. The site is also highly accessible by public transport and provides links to nearby green space.

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

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

Environmental Impact Assessment - The proposal falls within Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2015. A screening opinion was sought from the council as to whether the development required an EIA. The applicant considered that an EIA was not required. The LPA considered the potential impacts of the development and considered that an EIA would not be required.

The Scheme's Contribution to Regeneration

Regeneration is an important planning consideration. Over the past twenty five years the City Council has successfully regenerated large areas of the City Centre and Piccadilly, Spinningfields, the commercial core, Manchester Central, Northern Quarter and Castlefield are good examples of this. However, much remains to be done, particularly in the southern part of the City Centre. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. Given this, it is essential that a range of sectors grow in the City Centre, including education, in order to improve the region's economic performance.

The proposal would complement ongoing regeneration and the delivery of the MMU campus. All institutions continue to invest in the Corridor with The University of Manchester's MECD Campus close to the site. Circle Square will provide facilities for creative/university linked businesses. The proposal would contribute to the Corridor Manchester vision by delivering educational and research facilities, and would support the University's role within the science and engineering sector.

The proposal would complement other recent developments including the Business School and Student Hub, Birley Fields, The Manchester School of Art at the Benzie building and the Students Union that have all been completed in the last 6 years. All these are high quality and efficient buildings. The proposed scheme would add to this vision and regenerate an under-utilised site.

The proposal would be consistent with the emerging Corridor Strategic Vision, the objectives of the City Centre Strategic Plan and would complement and build upon planned regeneration initiatives and as such would be consistent with the City Council's current and planned regeneration initiatives and, as such, would be consistent with Sections 6 and 7 of the NPPF and Core Strategy Policies SO1, SO2, SP1, EC1, CC1, CC4, CC8, CC10, EN1 and DM1

Heritage Impact and Archaeology

The site does not include any listed buildings and is not within a conservation area. The following listed buildings are nearby: John Dalton Statue, Cambridge Mill, Chorlton Old Mill, Chatham Mill and Dancehouse Theatre, all Grade II. It would not affect the setting of any conservation area.

A Heritage Impact Assessment has assessed the impact of the proposal on the significance of nearby designated heritage assets. It is considered that siting of a modern, 7 storey building directly opposite a series of Grade II listed Mills, and the impact it would have on some views of the mills from the South and along Chester Street could cause some harm. However, any harm would be less than substantial, and would be at the lower end of the spectrum. The scale of the building would be similar to the surrounding urban grain and the scale of the adjacent mill buildings.

In these circumstances, it is necessary to consider whether any public benefits would outweigh this level of harm. The scheme would develop a prominent underused site, provide an education facility, and deliver a significant number of jobs in construction and operation phase, high quality public realm. During the operational phase of the development, approximately 51 additional full-time equivalent jobs would be created, in addition to investment in the local supply chain.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

An Archaeological Desk Based Assessment (DBA) confirms that the site does not contain any designated archaeological assets. There are no known undesignated archaeological assets recorded but archaeological remains may contain information regarding 19th Century communities who lived and worked in the area. Mitigation through a condition would require a programme of archaeological works to be undertaken prior to the commencement of any groundworks and would mitigate any impact on archaeological remains. This would ensure that the proposal would be consistent with section 16 of the NPPF and saved UDP policy DC20.

Urban design, appearance, height, scale and massing

The design aims to maximise academic functionality, use the site efficiently and, along with the Business School, create an urban gateway from Mancunian Way. The design also seeks to provide a unique building, which complements the surrounding urban grain.

The building would be seven storeys with a roof top screened plant area and would be 36 metres above ground level. The height is similar to prevailing building heights along Chester Street and would not significantly change the skyline. The main views of the building would be from the Mancunian Way and Chester Street. The materials

comprise a dark precast concrete rainscreen cladding system to the ground floor with transom free glazed curtain walling to the lower floors. Glazed curtain walling would continue to the upper floors combined with gold coloured projecting anodised aluminium panels. These panels would be perforated with a pattern to reflect DNA Sequencing in keeping with the subjects studied and researched at the facility. Silicone jointed glazed curtain walling would connect the new build to the John Dalton Tower. Anodised aluminium rainscreen cladding panels would be used for concealed and semi-concealed elevations.

A condition requiring large scale samples of materials and details of jointing and fixing, and a strategy for quality control would be attached to any permission granted.

Active frontages would be provided to Chester Street and Cambridge Street, and the public realm would provide a welcoming environment with opportunities for natural surveillance.

The proposal would improve visual amenity within the Oxford Road Corridor and surrounding area, including the setting of the nearby listed buildings; and add positively to the blend of traditional and modern design in the wider area.

Given the above, the proposal would result in a high quality building that would be appropriate to its surroundings.

In view of the above, it is considered that the proposals would be in accordance with Sections 12 and 16 of the National Planning Policy Framework, policies SO6, CC9, EN1, EN3, SP1 and DM1 of the Core Strategy for the City of Manchester and saved policies DC14.1 and 14.3, DC18.1 and DC19.1 of the Unitary Development Plan for the City of Manchester.

Amenity and Effect on the Local Environment

Noise – an Environmental Noise Assessment has evaluated the impact of noise on and from the proposal. Construction noise and vibration would be suitably mitigated through measures set out in a Construction Management Plan, secured via condition. Noise from fixed plant and equipment can be mitigated through imposing noise limits in accordance with the assessment criteria. It is expected that these limits can be achieved through the selection of suitable equipment and conventional plant and equipment attenuation measures.

Sunlight/daylight - It is not considered that there would be an adverse impact on neighbouring buildings in terms of loss of daylight/sunlight or overshadowing. The new building would only be 7 storeys in height so would not be overbearing within its context and would be smaller than some other buildings within the immediate area. It is considered that it would not cause any undue overshadowing that would be to the detriment of any adjacent buildings. In response to the objection the applicant noted that the impact of the proposed development in terms of daylight and sunlight to surrounding buildings is considered fully within the submitted Daylight, Sunlight and Overshadowing Assessment. The report concludes that the proposed development will not result in any adverse sunlight impacts on Cambridge Mill and the overall impacts of sunlight are considered acceptable for a development of this nature.

Air Quality – An Air Quality Assessment notes that good practice and implementation of mitigation measures would ensure that dust would be effectively controlled during construction. As the level of parking at the site would be reduced, the impact of road traffic on air quality would be negligible. Modelling shows negligible impact from gas fired boilers and the CHP unit. However, mitigation should be embedded into the ventilation design at the AHUs up to and including 2nd floor and on the south façade of the proposal to address the relationship to the Mancunian Way. The assessment concludes that subject to mitigation being installed, it is unlikely that there would be any exceedances of air quality objectives.

Overlooking and loss of privacy - The building has been designed to avoid overlooking onto the adjacent accommodation to the north and west and would be set back from Chester Street and Cambridge Street. The distance to the nearest homes from the 7 storey element of the new build would be 45-50m.

Wind – A wind microclimate report notes that the proposal would not cause unacceptable wind comfort conditions in winter, summer or in a cumulative scenario. The recommended criteria for safety would not be exceeded at terrace levels.

Television and Radio Reception - A Television and Radio Reception Impact Assessment concluded that the proposal would have a neutral effect upon the reception of television and radio services to existing residents so there would be no impact on the existing situation.

Impact from construction - Construction activities would be controlled by condition requiring a Construction Environmental Management Plan (CEMP) to be submitted to and approved by Manchester City Council prior to the commencement of any site works. The CEMP would contain commonly used measures for the suppression of construction impacts, having regard to potential impact of construction activities on local residents.

In view of the above, it is considered that the proposals are considered to be in accordance with Section 8 of the National Planning Policy Framework, policies SP1 and DM1 of the Core Strategy for the City of Manchester, and saved policy DC26 of the Unitary Development Plan.

Relationship to Transport Infrastructure

The projected number of students based on the site in 2023-24 would increase by 6024no. students and 611no. staff – an uplift of 11.4% and 9.1% on current numbers. The site is in a highly accessible location directly to the west of Oxford Road which is a major bus and cycle route and the primary artery serving MMU, UoM, Central Manchester University Hospitals and beyond. The site Oxford Road and Piccadilly Station and the St Peter's Square and Deansgate/Castlefield tram stop. 164 spaces would be removed with 30 remaining, 10 of which would be Electric Vehicle Charging points. 170 cycle spaces would be provided for students, staff and visitors close to the main building entrance points with 64 secure spaces, 86 standard open spaces, and 20 retained spaces. Shower and changing facilities would be provided on the ground floor.

There are facilities within 500m walking distance including residential, commercial and retail outlets along with public spaces at Circle Square, All Saints Park and First Street. Highways Services have noted that given the increase in pedestrians, a controlled pedestrian crossing would be provided along Cambridge Street, to be secured through a condition and a S278 agreement.

In view of the above, it is considered that the proposals are considered to be in accordance with Sections 9 and 15 of the National Planning Policy Framework, policies SO1, SO5, SP1, DM1, CC5, CC10, T1, T2 and EN16 of the Core Strategy for the City of Manchester.

Crime and Disorder

A Crime Impact Statement notes that the proposal would help to prevent crime and fear of crime in the area. The main entrance is clearly visible on Chester Street and the public realm would encourage people to spend time outside, providing informal surveillance to pedestrians and the security of bicycles parked nearby. Informal surveillance would be provided through the glazed façade and lighting from inside the building, and from lighting columns within the public realm.

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.

Landscaping and Ecology

The current car park has limited, if any, ecological value. An Ecological Assessment notes that the proposal would have no impact on statutory or non-statutory ecological sites. A nesting bird check should be carried out by a suitably qualified ecologist if removal vegetation and demolition is proposed outside of the breeding season.

The scheme proposes hard and soft landscaping, including semi-mature trees, grass, shrubs and hedges. This would provide an area for the public, staff and students to dwell externally and would also provide a civic setting for the new building. There would be 50no. proposed new trees to the site, along with the retention of 7no. existing trees, providing a total of 57no. trees on site.

In view of the above the proposals are considered to be consistent with section 15 of the National Planning Policy Framework, and policies SO6, SP1, DM1, EN9 and EN15 of the Core Strategy.

Access

Details of how the scheme considers and provides full and inclusive access is included in the Design and Access Statement. There would be two parking spaces for disabled people on Chester Street and three on site. Lighting would be provided across the site and developed to consider the requirements of people with visual impairments.

The University have appointed their own Access Consultant to advise on disability access and inclusivity issues within the scheme. The scheme considers and seeks to meet where relevant MCC Design for Access 2, BS8300:2018 'Design for an accessible and inclusive built environment' and Building Regulations Part M. At project completion an End User Access Strategy would be provided by the Access Consultant to assist with demonstrating that the scheme would be providing an excellent environment regarding accessibility and inclusion.

The proposals would therefore be consistent with sections 8 and 12 of the National Planning Policy Framework and Policies SO1, SO5, SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

Waste

All waste would be stored internally to the rear of the building. The stores would have a waste compactor and 24 x 1100 litre bins and 13 x 360 litre bins. General waste would be collected daily, paper & card and dry mixed recycling bins three times a week, and food waste bins and glass bins once a week. Waste would be collected by a contractor.

Given the above, it is considered that the proposal is in accordance with policies DM1 and EN19 of the Core Strategy.

Sustainability

MMU has made a strategic commitment towards environmental sustainability and this forms a key part of the proposals for the Faculty. The scheme would seek to achieve an overall BREEAM rating of 'Excellent'.

Optimising the energy performance of building fabric is seen to be the most effective way of improving energy efficiency in a building and reduce carbon emissions. The glazing, and shading provided by angled façade panels would ensure the building is efficient across all seasons through the retention of solar heat, and prevention of overheating. Internally, sensor controls would be used to optimise the lighting, heating and cooling to all occupied spaces.

A new 'Energy Centre' would be installed and PV Panels would be located on the roof to provide renewable energy on site. The energy centre approach would facilitate retrofit with lower zero carbon technologies in the future as technologies develop. A Geothermal Aquifer would store and recovery of thermal energy from natural sources. Similar systems are in place at Birley Fields and the Business School, however there are very few others in place across the city. The development would achieve a 38.7% improvement in regulated carbon emissions compared to Part L (2013), exceeding the 15% target contained within the Core Strategy. Approximately 33% of the energy consumption on site would be generated from on-site technologies which considerably exceeds sustainability targets within the core strategy.

Given the above, it is considered therefore that the design and construction would be sustainable, in accordance with Core Strategy Policies EN4, EN6, EN8 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.

Flood Risk and Drainage

The site is within Flood Zone 1. A surface water drainage system has been developed in line with the drainage hierarchy in the Building Regulations AND encourages a sustainable approach to mitigate the risk to drainage infrastructure and the potential for increased risk of flooding.

SUDs would be incorporated through the implementation of bioswales and rain gardens. Rain gardens would reduce the volume of rainwater running directly into drains from impervious areas.

Given the above the development would be consistent with section 14 of the National Planning Policy Framework and Core Strategy policy EN14.

Contaminated Land

A preliminary site investigation has identified the presence of asbestos fibres in site soils with a moderate and moderate/low risk to site end users. This risk could be mitigated through risk assessments in the construction phase and the provision of a clean capped engineering layer. Further site investigation and final details of the proposed mitigation would be secured via condition.

In view of the above, the proposals would be consistent with section 15 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Conclusion

This proposal would be consistent with national and local planning policy, and would promote a quality neighbourhood, economic development and sustainable travel patterns. The scale is acceptable and would fulfil an important role in providing a key educational facility.

The proposal would be consistent with the City's regeneration ambitions for the Oxford Road Corridor. It would help the Corridor to become an attractive place for students by providing well-designed education accommodation with good accessibility to public transport nodes.

It is considered that the development would not have a significant detrimental impact on the settings of nearby listed buildings. The development would have an acceptable impact on residential amenity and would regenerate a site that is in need of investment and development, reinstating the urban grain, providing additional public realm and increasing permeability within the area.

The proposal would exceed relevant local targets for energy efficiency and on site energy regeneration and would support the City's aims of becoming zero-carbon by 2038.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community Strategy, as well as the national planning policies contained within the National Planning Policy Framework and should be approved.

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

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

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance this has included ongoing advice about the information required to be submitted to support the application and the conditions needed to allow the recommendation of approval.

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 1338B-BDP-YY-GF-DR-A-000006-P02

GA Plan – Proposed Level 01 1338B-BDP-ZZ-01-DR-A-200011-P03
 GA Plan – Proposed Level 02 1338B-BDP-ZZ-02-DR-A-200011-P02
 GA Plan – Proposed Level 03 1338B-BDP-ZZ-03-DR-A-200011-P02
 GA Plan – Proposed Level 04 1338B-BDP-ZZ-04-DR-A-200011-P02
 GA Plan – Proposed Level 05 1338B-BDP-ZZ-05-DR-A-200011-P02
 GA Plan – Proposed Level 06 1338B-BDP-ZZ-06-DR-A-200011-P02
 GA Plan – Proposed Level 07 1338B-BDP-ZZ-07-DR-A-200011-P02
 GA Plan – Proposed Level 08 1338B-BDP-ZZ-08-DR-A-200011-P02
 GA Elevation Context – Proposed North & South 1338B-BDP-YY-XX-DR-A-201003-P01
 GA Elevation Context – Proposed West 1338B-BDP-YY-XX-DR-A-201004-P01
 GA Elevation – Proposed North 1338B-BDP-XX-XX-DR-A-201112-P04
 GA Elevation – Proposed East 1338B-BDP-XX-XX-DR-A-201121-P04
 GA Elevation – Proposed East 2 1338B-BDP-XX-XX-DR-A-201122-P01
 GA Elevation – Proposed South 1338B-BDP-XX-XX-DR-A-201131-P04
 GA Elevation – Proposed West 1338B-BDP-XX-XX-DR-A-201140-P04
 Site Sections – Proposed Sections AA & BB 1338B-BDP-YY-XX-DR-A-202002-P01
 GA Section – Proposed Section CC 1338B-BDP-XX-XX-DR-A-202031-P04
 Proposed Bay Study – Concrete Plinth 1338B-BDP-XX-XX-DR-A-211063_P02
 Proposed Bay Study – Stick Curtain Wall System North Elevation 1338B-BDP-XX-XX-DR-A-211064_P02
 Planting Schedule 1338B-PLA-Z21-GF-DR-L-200002
 Sections 1338B-PLA-Z21-GF-DR-L-300002
 Existing Catchments Plan 1338B-CUR-YY-GF-DR-C-920510-P07
 General Drawing (Frog Containers Plans and Elevations) 20GP-30002bG

Design and Access Statement by BDP 1338B-BDP-XX-XX-RP-A-000011 Rev P02
 Ecological Assessment Rev 04 by Urban Green
 Environmental Standards Statement Rev 02 by Hoare Lea
 FRA and Drainage Strategy by Curtins 1338B-CUR-ZZ-GF-RP-C-000003 REV P06
 Ground Survey Phase 2 Site Investigation by Curtins 069656-CUR-00-XX-RP-GE-002REV V04
 Heritage Statement by Wardell Armstrong Rev V03
 Wind Microclimate Report by WSP ref 70066621
 Television and Radio Reception Impact Assessment by GTech Rev 1.0
 Statement of Community Engagement by Turley
 Planning Statement by Turley
 Energy Strategy by Hoare Lea Rev 02
 Daylight, Sunlight and Overshadowing Assessment by REC Ref AQ107462R3
 Covering Letter by Turley
 Air Quality Assessment by Hoare Lea Rev 03
 Planting Schedule DR-L-200002 REV P02
 Waste Proforma
 Stamped as received by Manchester City Council as Local Planning Authority 20th December 2019

Crime Impact Statement 2008/0737/CIS/02
 Received via email 9th January 2020

Archaeology Desk-based Assessment by Nexus Heritage ref 3451.R01b

Received via email 14th January 2020

Gas Monitoring Calibration Certificate

Email from Jack Dickinson in response to Highways comments re. parking dimensions, pay and display units and access control.

Received via email 20th February 2020

Environmental Noise Assessment Report by BDP 1338B-BDP-XX-XX-RP-U-000001
Rev C

Email from Jack Dickinson confirming provision of 10no. EV Points

Received via email 24th February 2020

Email from Jack Dickinson in response to Design Comments

Cladding Scope Drawing 2020-02-21

'External Wall – 2020-02-21' Drawing Pack

Received via email 25th February 2020

Site Plan – Proposed 1338B-BDP-YY-GF-DR-A-200003-P04

GA Plan – Proposed Roof Plan 1338B-BDP-ZZ-09-DR-A-200011-P04

GA Plan – Proposed Level 00 1338B-BDP-ZZ-GF-DR-A-200011-P04

Proposed Drainage Phase 1 1338B-CUR-YY-GR-DR-C-920500-P09

Proposed Catchments Plan 1338B-CUR-YY-GF-DR-C-920511-P07

GA Landscape Masterplan 1338B-PLA-YY-GF-DR-L-000001 P20

GA – Soils Plan 1338B-PLA-YY-GF-DR-L-200004 P05

GA – Hardworks 1338B-PLA-Z21-GF-DR-L-100000 P05

GA – Kerbs and Edgings 1338B-PLA-Z21-GF-DR-L-100002 P05

GA – Softworks 1338B-PLA-Z21-GF-DR-L-200000 P05

GA – Levels 1338B-PLA-Z21-GF-DR-L-300000 P05

GA – Furniture 1338B-PLA-Z21-GF-DR-L-400000 P05

GA – Lighting Strategy 1338B-PLA-Z21-GF-DR-L-400002 P03

Received via email 2nd March 2020

Addendum to Travel Plan by Curtins Rev V04

Transport Statement by Curtins 069656-CUR-00-XX-RP-TP-001-REV V03

Received via email 3rd March 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) The demolition of the existing buildings on the site shall not commence unless and until a Demolition Method Statement including the boundary treatment to the site during and following demolition has been submitted to and approved in writing by the City Council as Local Planning Authority.

The approved Method Statement shall be adhered to throughout the Demolition period.

For the avoidance of the doubt the demolition of the buildings would not constitute commencement of development.

Reason: In the interests of the amenity of the area, pursuant to policies EN15, EN16, EN17 and EN18 of the Core Strategy and Guide to Development 2 (SPG)

4) No development-related groundworks shall take place (except for demolition and clearance to the current ground level), 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 and approved in writing by Manchester City Council as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of site investigation and recording to include:

- i) active presence, monitoring and recording of geotechnical investigations
- ii) targeted archaeological evaluation through trial trenching
- iii) dependent on the above, targeted open area excavation or 'strip, map and excavate' recording (subject to a separate WSI)
- iv) an archaeological watching brief during construction groundworks

2. A programme for post investigation assessment to include:

- production of a final report on the significance of the below-ground archaeological interest.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance possibly including publication as part of the 'Greater Manchester's Past Revealed' series.

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.

The development hereby approved shall be carried out in accordance with the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, pursuant to 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.

5) Prior to the commencement of the development, a detailed construction/fit-out management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this should include:

- Hours of site opening/operation;

- Display of an emergency contact number;
- Compound locations where relevant;
- Details regarding location, removal and recycling of waste (site waste management plan);
- Phasing and quantification/classification of vehicular activity;
- Types and frequency of vehicular demands;
- Routing strategy and swept path analysis;
- Parking for construction vehicles and staff;
- Sheeting over of construction vehicles;
- A commentary/consideration of ongoing construction works in the locality;
- The erection and maintenance of security hoardings;
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- Community consultation strategy.
- Dilapidation surveys including photographs and commentary on the condition of carriageway/footways on construction vehicle routes around the site

The construction management plan will cover the phased construction of the works if required. The development shall then be carried out in accordance with the approved construction management plan(s).

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, T1, EN9, EN19 and DM1 of the City of Manchester Core Strategy.

6) a) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land (post demolition Site Investigation Report and Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development within each phase commences (except for demolition and clearance to the current ground level), the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

7) Notwithstanding the details submitted within the Detailed Drainage Strategy, stamped as received by the City Council, as local planning authority on the 20 December 2019,

(a) the development shall not commence (except for demolition and clearance to the current ground level) until a scheme for the drainage of surface water from the new development in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details is submitted to and approved in writing by the City Council as the Local Planning Authority. This shall include:

- A proposal that maximises use of green SuDS solution;
- Details of surface water attenuation that offers at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to greenfield runoff rates;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, before the development is occupied.

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

8) a) 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).

9) Notwithstanding Condition 2, prior to the commencement of development, (except for demolition and clearance to the current ground level and remediation) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted 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, final perforation patterns, 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 EN1, EN3, CC9, SP1 and DM1 of the Core Strategy.

10) Prior to the commencement of development (except for demolition and clearance to the current ground level and remediation) a programme for the submission of final details, including where relevant samples and jointing details of all public realm and landscaping works shall be submitted to 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 native tree and shrub planting and soft landscaping;
- 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;

The above details shall then be submitted to and approved in writing by the City Council as local planning authority and fully implemented in accordance with the approved timeframes.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place,

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, DM1, EN1, EN9 EN14 and EN15 of the Core Strategy.

11) Prior to commencement of the development detailed mitigation measures to safeguard local air quality for the construction, design and operational phases shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason: 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 Core Strategy Policies EN16 and DM1.

12) The development hereby approved shall not 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, to ensure that a managing body is in place for the sustainable drainage system and to ensure there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy.

13) (a). Three months prior to the first occupation of the development, a Local Benefit Proposal Framework that outlines the approach to local recruitment for the end use, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the occupation of the development.

In this condition a Local 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 6 months of the first occupation of the development, a Local Benefit Proposal which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council, as Local Planning Authority. Any Local Benefit Proposal approved by the City Council, as Local Planning Authority, shall be implemented in full at all times whilst the use is in operation.

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

14) a) Fumes, vapours and odours shall be extracted and discharged from the premises in accordance with a scheme to be submitted to and approved in writing by the City Council as local planning authority before the use commences; any works approved shall be implemented before the use commences. Detail should also be provided in relation to replacement air.

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

b) Upon completion of the installation and before the use commences, a verification report will be required to validate that the work undertaken throughout the installation conforms to the recommendations and requirements in the approved consultant's report and drawings

The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report with regard to fume, odour and smoke abatement measures recommended shall be detailed along with any measures required to ensure compliance with the requirements. Photographs should be included within the verification report identifying the abatement equipment, inspection hatches and filters in situ.

Reason - To ensure an adequate fume and odour extraction system is installed in the interest of visual and residential amenity pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and saved policies DC26 and DC10 of the Unitary Development Plan for the City of Manchester.

15) Prior to first occupation of the development the submitted scheme for the storage and disposal of refuse shall be implemented in full as part of the development and shall remain in situ whilst the use or development is in operation in accordance with the submitted waste documents:

Design and Access Statement 1338B-BDP-XX-XX-RP-A-000011 REV P02
 Waste Management Proforma
 Stamped as received by Manchester City Council as Local Planning Authority 20th
 December 2019

Proposed GA Plan Level 00 - 1338B-BDP-ZZ-GF-DR-A-200011 REV P04
 Received via email 2nd March 2020

Reason - In order to ensure that adequate provision is made within the development for the collection of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

16) No part of the development shall be occupied until the space and facilities for the parking of 170 bicycles have been provided in accordance with the approved drawing referenced 1338B-PLA-YY-GF-DR-L-000001 REV P20. 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.

17) No part of the development shall be occupied unless and until the 3no. 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.

18) a) Prior to the first occupation of the development a Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

- i. the measures proposed to be taken to reduce dependency on the private car by those residing, attending or employed within the building;
- ii. a commitment to surveying the travel patterns of residents and staff 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; and
- v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first occupation of the development, a 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 (or subsequently revised 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 ensure that measures are in place to reduce the dependency of residents and staff within the building from accessing the building by car pursuant to highway and pedestrian safety and to reduce the highway impacts of the development, pursuant to Class O of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended), policies SP1, DM1, T1 and T2 of the Core Strategy for the City of Manchester.

19) a) Any externally mounted ancillary equipment, plant and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location:

Prior to the first occupation of the development a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Notwithstanding condition 2 and the above part a, prior to first occupation of the development a verification report will be required, to be submitted to and approved in writing by the City Council as local planning authority, to validate that the work undertaken confirms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the equipment and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance.

The approved report and any necessary mitigation measures shall be implemented, and retained thereafter, in full in accordance with the approved details before the first occupation of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the City of Manchester Core Strategy and saved Unitary Development Plan Policy DC26.

20) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed 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 to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

21) a) The hereby approved external lighting as shown on GA – Lighting Strategy Sheet 1 1338B-PLA-Z21-GF-DR-L-400002 (Revision P03) shall be designed and installed so as to control glare and overspill onto nearby residential properties.

b) Upon completion of the development and within one month of first operation of the external lighting a verification report shall be submitted to and approved in writing by

the City Council as local planning authority. The verification report shall undertake post completion testing to validate that the work undertaken throughout the development suitably controls glare and overspill onto nearby residential properties. The verification report shall set out any subsequently necessary mitigation measures required to control light glare and overspill onto nearby residential properties and shall be implemented in full within one month of written approval and retained permanently thereafter.

Reason - To safeguard the amenities of the occupiers of nearby properties in accordance with DM1 of the City of Manchester Core Strategy.

22) Full details of all external seating, including the locations, layouts, furniture details, operational details, security measures and disabled access measures shall be submitted to and approved in writing by the City Council before any external seating is installed and operated on site. The external seating shall be installed and operated only in accordance with the approved details.

Reason - In order to protect the amenity of local occupiers and 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 EN1, EN3, CC9, SP1 and DM1 of the Core Strategy and saved policies DC18.1 and DC19.1 of the Unitary Development Plan.

23) 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: an assessment of the impact of the development on television signal reception within the potential impact area identified in the Television and Radio Reception Impact Assessment by GTech Surveys Limited dated August 2018 shall be submitted to and approved in writing by the City Council as local planning authority. The study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey dated 17 December 2019. 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. 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.

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.

24) The new build aspect of the development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least 'Excellent'. The refurbishment of John Dalton Tower 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 within 6 months of first occupation of the development.

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.

25) The development hereby approved shall be delivered in accordance with the recommendations contained within sections 3.3, 4, 5 and 6 of the submitted Crime Impact Statement Version B prepared by Greater Manchester Police and referenced URN: 2008/0737/CIS/02 received by the City Council as local planning authority on 9 January 2020. These measures shall be fully implemented within three months of the date of this decision and shall be maintained for the duration of the uses hereby approved. 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 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.

26) Before first occupation of the development, full details of a maintenance strategy for the areas of public realm adjacent to and around the new building including surfaces, planting and litter collection and details of where maintenance vehicles would park shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The approved strategy shall remain in operation in perpetuity.

Reason - In the interests of amenity, pursuant to Core Strategy policy DM1.

27) Prior to first occupation of the development, a servicing strategy and management plan including a schedule of loading and unloading locations, details of internal service bays and on-street servicing laybys, shall be submitted to and agreed in writing by the City Council as local planning authority. Servicing 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 policies T1 and DM1 of the City of Manchester Core Strategy.

28) 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:

- a) The pedestrian crossing providing access across Cambridge Street;
- b) Any works to the adopted highway, including footway improvements to 'make good' any damage incurred during construction of the pedestrian crossing.
- c) Any works associated with the removal and or replacement of pay and display bays on Cambridge Street or Chester Street (if required)

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

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

29) Notwithstanding condition 2, prior to occupation of the development a scheme for the hours of deliveries, servicing and collections, including waste collections shall be submitted to and approved in writing by the City Council as local planning authority.

Deliveries, servicing and collections associated with the development shall be operated in accordance with the agreed hours throughout the life of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy SP1 and DM1 of the City of Manchester Core Strategy.

30) Before the building and the associated areas of public realm / landscaping hereby approved are first brought into use a detailed Event Management Strategy (including review mechanism) shall be submitted to and approved by the City Council as local planning authority. The strategy shall include detail of the following:

- 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;
- c) How full access for pedestrians and service vehicles to surrounding streets and buildings would be maintained;
- d) Locations for vehicles including cranes to unload; and
- e) An Operating Schedule for prevention of crime and disorder and prevention of public nuisance shall be submitted and agreed in writing by the City Council as Local Planning Authority,

The approved Event Management Plan shall be adopted for the first event, and shall be so maintained and reviewed whilst the use is in operation.

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

31) The proposed roof terrace shall be limited to use by building occupiers only and no amplified sound or any music shall be played within these areas at any time.

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

32) No externally mounted telecommunications equipment shall be mounted on any part of the buildings hereby approved, including the rooves.

Reason - In the interests of visual amenity to enable careful attention to the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

33) 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.

34) No demolition works or tree clearance associated with the development hereby approved shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to and agreed in writing by the City Council as local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act (1981) (as amended) and by the Conservation of Habitats and Species Regulations (2017) or as subsequently amended in order to comply with Policy EN15 of the adopted 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: 125799/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:

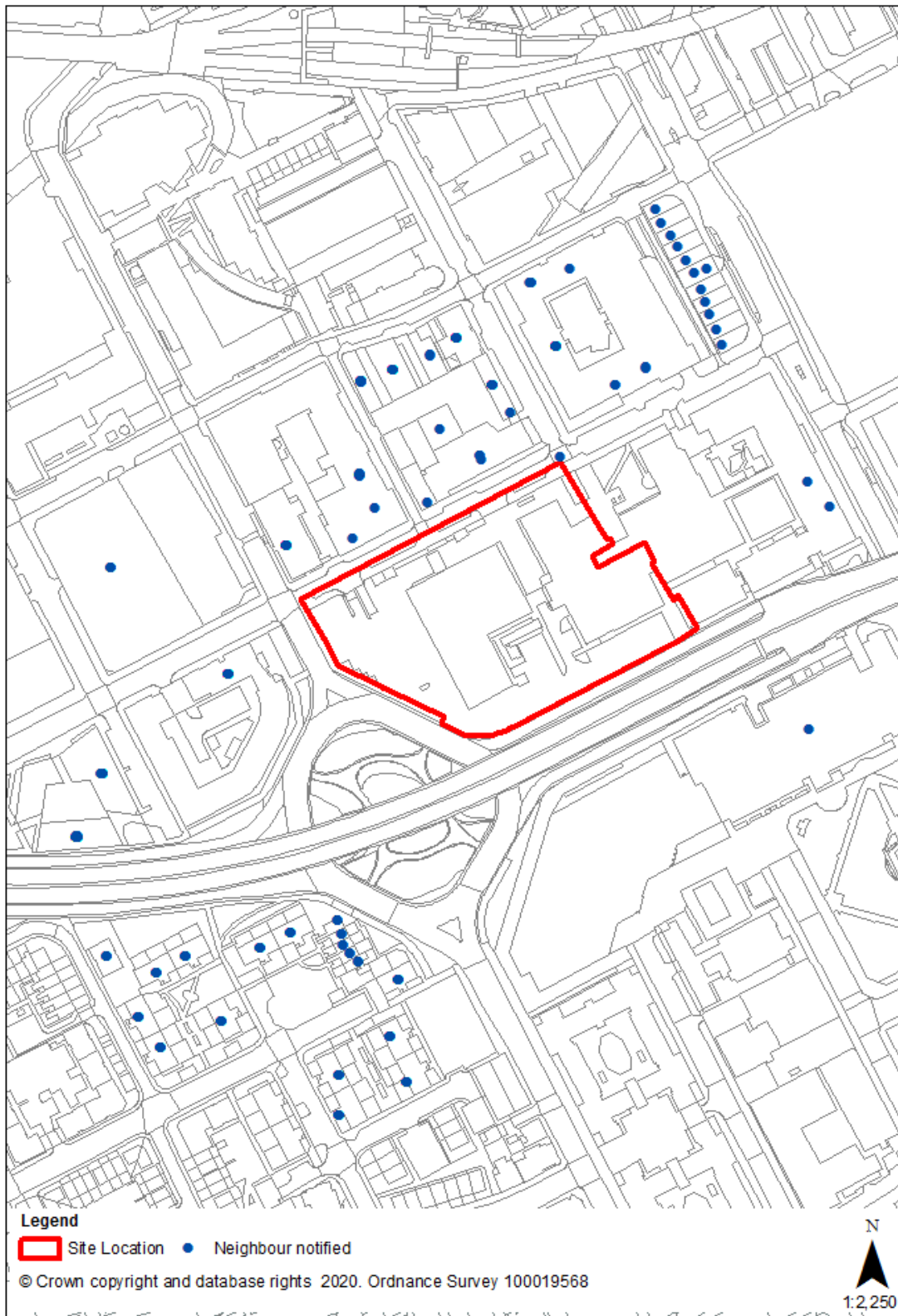
**Counter Terrorism SA
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Oliver West (Sustainable Travel)
City Centre Regeneration
Work & Skills Team**

**Greater Manchester Police
United Utilities Water PLC
Canal & River Trust
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Greater Manchester Geological Unit
GM Fire & Rescue Service
Oxford Road Corridor
MCC Flood Risk Management**

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

Representations were received from the following third parties:

Relevant Contact Officer : Joe Hobbs
Telephone number : 0161 600 8772
Email : j.hobbs@manchester.gov.uk



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Application Number	Date of Appln	Committee Date	Ward
123983/FO/2019	9th Aug 2019	12th Mar 2020	Piccadilly Ward

Proposal Proposed change of use of ground floor unit and upper floors unit to mixed use Café and Drinking Establishment with only cold food provision on all floors (Sui Generis Use Class), including associated external roof plant and acoustic air vents.

Location 1 Salmon Street, Manchester, M4 1AA

Applicant Mr Scott Martin , 1 Salmon Street, Manchester, M4 4AA,

Agent N/A

Description of area

The site is in the Northern Quarter which contains a variety of uses including wholesale rag trade companies, creative businesses, niche and alternative retail, café bars, public houses, galleries, hotels, nightclubs and homes. It is in the Smithfield Conservation Area (1987) and adjacent to the Shudehill Conservation Area (1987). It adjoins the Grade II listed Hare and Hound. There are other heritage assets nearby, including the Grade II Former Wholesale Fish Market, 10-20 Thomas Street and 75 and 77 High Street.

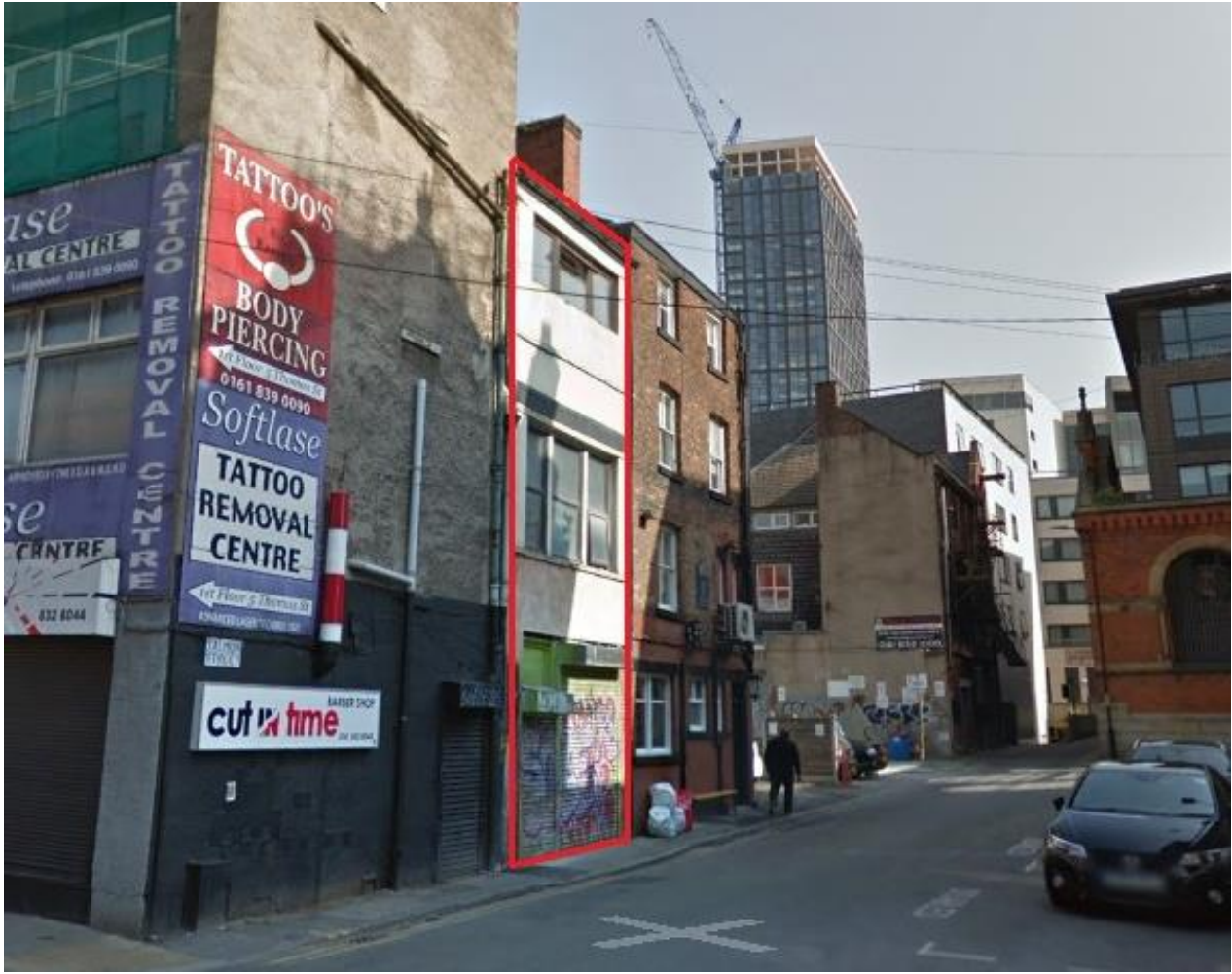
The site benefits from all forms of sustainable transport modes, including the Shudehill Transport interchange and Victoria Station. Salmon Street has a narrow public foot path and parking is restricted. The Shudehill interchange has a 777 space multi-storey car park with 42 bays for disabled people.

Description of site

The site contains a three storey building fronting Salmon Street and Shudehill. It is divided into two units with one accessed off Salmon Street and the other off Shudehill. The applicant's demise is 212m² over three floors and fronts Salmon Street.

The building has been vacant for some time and appears to be in a poor state of repair externally. The ground floor frontage onto Salmon Street has timber doors and windows and external roller shutters. The upper floor on Salmon Street is a mixture of painted brick and render. The upper floors to Salmon Street and Shudehill have timber and UPVC windows, with some boarded up. The roof has two predominant pitches and the building has a light well.

The adjacent Hare and Hounds is a 3-4 storey Grade II listed building, which operates as a drinking establishment with an upper floor residential use. Planning permission was granted in 2017 to use the adjacent building 42 Shudehill as a 15 bed hotel (116454/FO/2017). This does not appear to have been implemented.



Existing frontage of proposal site, Salmon Street

Description of Proposal

Permission is sought for a mixed use Café and Drinking Establishments, serving only cold food (Sui Generis Use Class). The ground floor and upper levels would operate as two separate business but would be operated and managed by the applicant.

The ground floor would operate as a Café with the option of drinking alcohol. The upper floors would operate as a conventional bar with a supplementary food offer. There would be no cooking appliances or associated extract units and the proposed food offer would be prepared off-site and brought in via an independent supplier.

Both businesses would be accessed from Salmon Street entrances, with level access being provided to the ground floor unit via a small internal ramp. Two acoustically treated external air ventilation extracts would be located within the first floor windows. There would be ventilation equipment on the roof within the light well. The opening hours would be Monday to Friday 8:00 - 02:30, Saturday 08:00 - 03:30, Sunday and Bank Holidays 10:00 - 22:00.

There would be no live music with background music played at modest levels, which would not exceed dB noise levels set out in the submitted Noise Impact Assessment Report.

There would be internal and external CCTV in operation at all times and the premises would be managed by door supervisors from 21:00 onwards. A dispersal policy would require staff to ensure an orderly and gradual dispersal of patrons at closing time. Notices would be displayed requesting customers to give consideration to neighbours when leaving the premises and staff would discourage customers from congregating outside the premises. People smoking outside would be monitored by staff and signs would request customers to keep noise to a minimum. Customers who disregard neighbours amenity would be verbally asked by the staff to move inside the premises or leave the vicinity.

Waste and recycling receptacles would be stored within the premises within shared refuse areas and would be collected daily by a third party via bag collections.

There would be three cycle stands under the ground floor stairs.

The applicant operates other existing businesses in the City Centre, including Mash Tun (Restaurant) on King Street and Fundamentum (Bakery) within Piccadilly Place.

Consultations

Publicity - 284 neighbour notification letters were sent to surrounding properties, a site notice was displayed and an advert went in the local press. A total of 4 objections have been received from neighbouring residential properties. The concerns raised are summarised below:

- The proposal would have negative impacts on neighbouring residential and other neighbouring occupiers in regard to noise and general disturbance.
- The cumulative impact of the proposal, given it is next to an existing pub, would create another noise source and result in more people urinating and being sick in the street.
- Smokers would gather outside at late hours resulting in disturbance for residents.
- The submitted smoking strategy would not be likely to be enforced and would be inadequate.
- The proposal would add to the existing rubbish which accumulates in the street every weekend.
- The waste management strategy does not specify what times the collections would take place or what times sacks would be put out, early or late night collections would mean unsightly piles of waste on the highway and noise at unreasonable hours.
- Residents already suffer from noise from existing bottle bins being emptied which may seem trivial but reverberates between the buildings.
- The use has nowhere to put rubbish bins but on the highway, which would cause obstruction.
- The licence application for the sale of alcohol was for the entire building, back and front including multiple escape means, however this is no longer the case for the planning application, what fire safety implications does this have.
- The proposal includes no fire escape.

- Works have already started on site, with a kitchen being installed which contradicts the planning information submitted.
- The plans include a kitchen which would be positioned next to a bedroom.
- The building is in a poor state of repair, with rot and damp and may be dangerous for crowds, including inadequate support for the ground floor.
- The basement unit suffers from leaks from the main sewer and this would be exacerbated by increased use of the site and extra wash and toilet facilities.
- Previously the building owner has removed dangerous substances such as asbestos illegally.

Environmental Health - No objections subject to conditions regarding acoustics, operational hours and waste management.

Highway Services - No objections subject to conditions regarding deliveries, servicing and waste, and cycle storage provision.

Greater Manchester Police - No objection subject to recommendations in the Crime Impact Assessment being accorded with.

Ward Councillors - No comments received.

Issues

Policy

The Core Strategy Development Plan 2012-2027 was adopted in 2012 and is the key document in the Local Development Framework. A number of the Manchester Unitary Development Plan (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, alongside the revised National Planning Policy Framework (2019).

The main policies that are relevant in particular to the proposal are Section 6 (Building a Strong and Competitive Economy), Section 7 (Ensuring the Vitality of Town Centres), Section 8 (Promoting Healthy and Safe Communities), Section 9 (Promoting Sustainable Transport), Section 11 (Making Effective Use of Land), Section 12 (Achieving well designed places) and Section 16 (Conserving and Enhancing the Historic Environment) of the revised National Planning Policy Framework, Policies SP1 (Spatial Principles), DM1 (Development Management), EC1 (Land for Employment and Economic Development), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development), Policy EN8 (Adaptation to Climate Change), EN16 (Air Quality), EN19 (Waste), CC1 (Primary Economic Development Focus : City Centre and Fringe), CC4 (Visitors – Tourism, Culture and Leisure), CC5 (Transport), CC7 (Mixed Use Development) CC9 (Design and Heritage), CC10 (A Place for Everyone), C10 (Leisure and the Evening Economy), DM1 (Development Management), T1 (Sustainable Transport) and T2 (Accessible Areas of Opportunity and Need) of the Adopted Core Strategy for the City of Manchester and saved policies DC26 (Development and noise), DC10 (Food and Drink Uses), DC18.1

(Conservation Areas) and DC19.1 (Listed Buildings) of the Unitary Development Plan (UDP) for the City of Manchester.

These policies are considered against the proposal in further detail below.

Relevant Local Policy

SO1 (Spatial Principles) - This is a highly accessible location which would reduce the need to travel by private car and would support sustainable growth and help to halt climate change. The proposal would provide increased accessibility which currently does not exist.

SO2 (Economy) - The scheme would provide construction jobs along with permanent employment in a highly accessible location. The mixed use café and drinking establishment would support the City's employment function.

S05 (Transport) - The development would be highly accessible, reduce the need to travel by private car and would make the most effective use of public transport. Secure cycle parking would be provided.

S01 (Environment) - The development would increase recreational opportunities to the City Centre and ensure that it is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 (Spatial Principles) - The development would be sustainable and would deliver economic and commercial development. It would be close to sustainable transport and encourage the use of public transport.

Policy EC1 (Land for Employment and Economic Development) - The proposal would generate employment close to transport infrastructure and promote walking, cycling and public transport use.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) - The development would complement existing uses in the area and bring a vacant unit back into active use.

Policy CC4 (Visitors – Tourism, Culture and Leisure) - The café and drinking establishment would improve facilities for visitors and contribute to the quality and variety of the City's food and drink offer. The proposals would bring the building back into use and improve access for all.

Policy CC5 (Transport) - The accessible location would help to improve air quality and reduce carbon emissions. The internal cycle store would promote sustainable transport.

Policy CC7 (Mixed Use Development) - The mixed use development would use the site efficiently. It would create street level activity and provide services for visitors and residents.

Policy CC9 (Design and Heritage) - The proposal would not have any adverse impact on designated or non-designated heritage assets.

Policy CC10 (A Place for Everyone) - Level access would be provided into the ground floor and an accessible ground floor WC would be provided. Alterations to the stairs throughout the building would improve access to ambulant disabled people. The proposal would appeal to a wide range of people.

Policy C10 (Leisure and the evening economy) - Homes alongside bars, restaurants, takeaways and other night-time uses in the Northern Quarter is an established part of the character of the area. Conditions relating to the management and control of servicing, noise and disturbance and crime and disorder would protect residential amenity.

Policy T1 (Sustainable Transport) - The city centre location would encourage modal shift away from car travel to more sustainable alternatives. The proposal would facilitate walking, cycling and public transport use which reduce carbon emissions.

Policy T2 (Accessible Areas of Opportunity and Need) - The proposal would be accessible by a variety of sustainable transport modes. Parking for disabled people is available nearby.

Policy EN1 (Design Principles and Strategic Character Areas) - It is understood that the applicant would seek to uplift the building through repair and maintenance in order to provide an attractive offer to residents and visitors, which would be benefits associated with bring a vacant building back into active use.

Policy EN3 (Heritage) - The proposal would not have any adverse impact on designated or non-designated heritage assets.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) - The proposal would result in internal repairs of the building fabric, external window repairs along with added sound insulation which would improve the energy requirements of the building.

Policy EN8 (Adaptation to Climate Change) - The reuse of an existing building in an extremely suitable location would intrinsically contribute positively to reducing the impacts of development on climate change.

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.

Policy EN19 (Waste) - The development would be consistent with the principles of the waste hierarchy and includes an appropriate Waste Management Strategy.

Policy DM1 (Development Management) - The proposal would have no adverse impact on the surrounding areas in terms of design and appearance and would have no detrimental impact on amenity, safety, crime and disorder or traffic impacts.

Saved Unitary Development Plan Policies

Policy DC10.1 (Food and Drink Use) -The effects on the amenity of neighbouring residents, in regard to noise and disturbance, has been considered and appropriate conditions have been attached to control such matters. The practical availability for car parking, and the proposed servicing, waste storage and waste collections provisions have been considered and are acceptable. The proposal increases access into and throughout the site, which is not currently available.

Policy DC 10.4 (Food and Drink Use) - The proposal sets out various operational and management strategies in order to protect the amenity of nearby residents. Conditions would control the hours of operation, noise, fumes, smells, servicing and the collection and storage of waste.

DC18.1 (Conservation Areas) - The proposal includes minimal external alterations and therefore would have no significant impact on the setting of the identified Conservation Areas.

DC19.1 (Listed Buildings) -The proposal includes minimal external alterations and therefore would have no significant impact on the setting of nearby listed buildings.

DC26.1 and DC26.4 (Development and Noise) – A Noise Impact Assessment provides recommendations to ensure no adverse impacts on amenity in relation to noise. Appropriate conditions would ensure there would be no unacceptable impacts regarding noise on people living, working in or visiting the City Centre.

Relevant National Policy

The revised National Planning Policy Framework (2019) 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 an environmental role (paragraphs 7 & 8). Paragraphs 11, 12, 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 "The presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed."

The proposed development is considered to be consistent with sections 6, 7, 8, 9, 11, 14 and 16 of the NPPF for the reasons outlined below:

Section 6 – (Building a Strong and Competitive Economy) - The proposal would support economic growth and create jobs and prosperity.

Section 7 (Ensuring the Vitality of Town Centres) - A vacant building would be brought back into use and increase the City Centre Food and Drink offer.

Section 8 (Promoting Health and Safe Communities) - The proposal would encourage use of sustainable transport modes. The ground floor would be fully accessible and adaptations would assist ambulant disabled people to upper floors.

Section 9 (Promoting Sustainable Transport) - This site is close to railway stations, tram and bus services, and would have a cycle store. This would be sustainable development and contribute to sustainability and health objectives.

Section 11 (Making Effective Use of Land) - The proposal would bring a long standing vacant building back into active use.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) - The proposal would seek to reuse a vacant building in the City Centre which is an intrinsically sustainable development in nature.

Section 16 (Conserving and Enhancing the Historic Environment) - The proposal includes minor external alterations which would not impact on identified heritage assets.

Legislative requirements

Section 72 of the Listed Building Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

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 protected characteristic and to encourage that group to participate in public life. Disability is among the protected characteristics.

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

Principle of the Use and Contribution to Regeneration

The Northern Quarter is an important part of the City Centre and its distinctive mix of uses form part of Manchester's global offer. The area has evolved in response to ongoing investment which has seen the growth of a residential community alongside growth around creative industries such as fashion designers, art galleries and media related businesses and of a largely independent sector of retailers including shops,

restaurants and bars. Many disused and dilapidated buildings have been refurbished and reused as part of this process.

This site is on the fringe of the Northern Quarter and fronts onto Shudehill. This part of the Northern Quarter has seen some investment but a number of properties, including this site, remain underused and vacant and detract from the area. It is important that viable new uses are found for these buildings otherwise they will continue to deteriorate and have a negative impact on the area. This particular building has been empty for many years and the proposed use could add to the vibrancy of the area and enhance its attractiveness and could therefore be considered as acceptable in principle.

The proposed development would bring vacant floorspace, in a prominent location within a Conservation Area, back into use and could consequently have a positive impact on the Northern Quarter.

The City Centre Strategic Plan notes the need to preserve the Northern Quarter's unique identity and to and allow independent businesses and new complementary uses to be introduced to flourish.

The reuse of vacant, derelict and dilapidated premises is a key objective in the Northern Quarter. This however, needs to be balanced against the need to maintain a complementary balance of uses that is not detrimental to the character of the area, its attractiveness or the amenity of residents. It is considered that this proposal would add to and complement the character of the area and it is considered that the proposal has the potential to add to the area's vibrancy and contribute positively to the character of the Northern Quarter.

Visual Amenity and Heritage Impacts

The proposed development includes external two acoustic ventilation fans on the Salmon Street elevation at first floor and an externally mounted air-conditioning unit located on the roof within a central light well.

The acoustic ventilation fans would have no significant impact on the visual amenity of the building or on identified heritage assets. The roof mounted AC unit would not be visible from the street.

The applicant would carry out repair and maintenance works that would not require planning permission in order to renew the existing building. These works include; internal refurbishment of floors, stairs, walls and ceilings; like-for-like replacement of the ground floor shop frontage; like-for-like replacement and repair of the upper floor timber framed windows and glazing as required; and repainting of external façade.

It is therefore considered that the proposal would likely result in a positive uplift of the vacant unit and therefore would enhance the street scene. The proposal is therefore considered to accord with the revised NFFP, policies SP1, DM1, EN1, EN3 and CC9 of the Core Strategy and saved UDP policy DC18.

Residential amenity

The impact of the proposal on nearby residents needs to be considered carefully. The aspiration to create a diverse mix of uses within the Northern Quarter, inevitably involves restaurants, bars and clubs being in close proximity to peoples homes. Measures should be incorporated which help to mitigate the impact of a use on residents. However, in evaluating the potential impact, there is a responsibility to consider and balance the reasonable expectations of residents in a City Centre context and the aspirations to develop a mixed use area with activity in both the day time and evening economies.

The applicants have provided details of how noise and disturbance from people leaving the premises would be managed. This includes placing of notices asking people to leave quietly and in an orderly manner and verbally requesting any customers who do not adhere to such notices to do so. No external drinking area is proposed.

Environmental Health have made no objection to the operation hours which would be controlled through conditions. A Noise Impact Assessment recommends various measures to ensure the proposal would have no adverse impact on neighbouring residential uses through noise emanating from within the premises via either background music or general operation. Environmental Health have no objection subject to final external plant noise details being submitted and verified and the recommendations within the noise impact assessment being implemented and verified. These matters would be controlled through the conditions recommended within this report.

The applicant has demonstrated that they would seek to operate in a responsible manner and has agreed to a personal permission, including their named business partners, which would potentially prevent the site being operated by others who may not operate to similar standards.

Given the above, it is considered that on balance and subject to conditions, controlling the acoustic insulation of the premises and associated plant and equipment, the hours of operation, the hours during which deliveries can take place, and the storage and disposal of refuse, the proposals would be consistent with the revised NPPF, policy DM1 of the Core Strategy and saved UDP policies DC10.1, DC10.4 and DC26.

Crime and disorder

The applicant has submitted operational and management strategies designed to ensure no significant increase in crime and disorder at the premises. The proposal is supported by a crime impact statement which provides recommendations relating to physical and operational security measures. The operational management strategy submitted by the applicant confirms that customers would be encouraged when leaving the premises to do so in an orderly and quiet manner. The applicant has indicated that any significant congregation or smoking outside the premises would be discouraged by staff.

Greater Manchester Police Design for Security Unit support the proposal subject to the recommendations of the crime impact statement being implemented.

Conditions recommended within this report would ensure that the various management and operational strategies submitted by the applicant, and the recommendations set out by GMP Design for Security Team, are implemented fully and retained thereafter during the operation of the development.

The reuse of the vacant premises would serve to significantly increase passive surveillance in the immediate vicinity, which would be very likely have a positive impact in reducing the occurrence of potential antisocial or criminal behaviour in the locality.

In these regards it is therefore considered that the proposals are consistent with the revised NFFP, policies DM1 and SP1 of the Core Strategy.

Odour, Fume and Ventilation

The two ventilation extracts at the first floor between the window openings on Salmon Street would be acoustically treated to ensure no unacceptable noise breakout from the units.

The proposal would include an external ventilation unit on the second floor in a light well.

Food would not be cooked at the premises, and the food offering would be brought to the premises via an independent operator.

Environmental Health had no objection to the proposal subject to conditions relating to noise from the use and external air conditioning equipment, and waste storage.

A condition is recommended within this report ensuring appropriate control on these matters along with the restriction of the types of food cooking at the premises in order to protect residential amenity.

It is therefore considered that the proposal would have no adverse impact on neighbouring occupier's amenity and as such accords with the revised NFFP, policies CC5, DM1, SP1, EN19 and T2 of the Core Strategy and saved UDP policies DC10.1, DC10.4 and DC26.

Transport, Servicing, Waste

The site is highly accessible by all public transport options including bus, rail and Metrolink. The proposal would include 3no internal cycle storage spaces for staff at ground floor. Servicing, deliveries and waste collections would take place from a nearby loading bay on Salmon Street.

Highway services do not anticipate any unacceptable impacts on the highway in terms of safety or congestion, given the highly sustainable location of the proposal.

Waste and recycling receptacles would be stored internally within the unit at ground floor and first floor, then collected by a private waste contractor on a daily basis via bag drops outside the premises.

Environmental Health and Highway Services have made no objections to the servicing, delivery and waste arrangements subject to conditions regarding waste provisions and servicing hours, including waste collections hours.

In view of the above it is therefore considered that the proposals are consistent with the revised NFFP, policies CC5, DM1, SP1, EN19 and T2 of the Core Strategy and saved UDP policy DC26.

Disabled access

The applicant has considered options to provide full access into and throughout the entire building. However, this would not be feasible on the upper floors, due to the tight dimensions of the site and the viability of the proposal.

There would be full level access at ground floor, which is not currently possible, through a small entrance ramp and an accessible WC. People with ambulant disabilities would be assisted in accessing the upper floors with the provision of stair rails at all level changes, which would be compliant with building regulations. The applicant has also indicated that all staff would be trained in disability awareness and committed to assisting all persons with disabilities were possible.

It is considered that the applicant has proposed measures to improve access and facilities for disabled facilities at the premises, which currently do not exist. Given this context it would be considered unreasonable to refuse the proposal for lack of full access, taking into account the relevant planning policy, guidance and the requirements of the Equality Act 2010.

Other Matters

A number of concerns have been expressed regarding the potential for the proposed development to potentially result in undue noise and disturbance to neighbouring residents and commercial occupiers. A Noise Impact Assessment has set out internal maximum dB levels and building improvements and sound insulation required to meet MCC noise criteria. The applicant has provided an operating schedule, smoking policy and dispersal policy. A Crime Impact Assessment has been prepared by GMP.

The proposal includes a smoker's management strategy for customers to keep noise to a minimum via signage asking customers to be aware of their impact on neighbouring properties. Customers failing to take notice of such signage, would be asked to either enter the premises or leave the immediate vicinity. There would be trained door staff from 21:00 daily, who would help to manage noise and disturbance. These acoustic matters and operational management strategies would be controlled appropriately through the conditions recommended within this report.

Concern has been expressed about people urinating and vomiting in public. This is of course outside of the applicants control but the premises includes an accessible WC at ground floor and upper floor toilets. Licensing controls require that alcohol should not be served to any customer who appears to be overly intoxicated, and a log book would be kept detailing any refusals of alcohol sales at the premises. These measures would decrease the likelihood of such issues occurring. The reuse of the unit is likely to dissuade people from antisocial behaviour through increased passive surveillance.

Concern has been expressed regarding the management of waste and collections. There would be internal waste storage areas at ground and first floors, including recycling of paper, glass and plastic. The waste would be disposed of via bag collections on a daily basis, between 7:30-20:00 Monday to Saturday and 10:00-18:00 Sundays, by a private contractor. This matter would be controlled via the conditions.

Concern has been expressed regarding the integrity of the building due to long standing upkeep and maintenance issues. Significant investment is clearly required to bring this vacant building back into commercial use. It is understood that the applicant has already replaced a significant amount of failing or rotten timber and significant additional works would be required to bring the building back into active use, which would also be controlled through Building Control regulations.

Concern has been expressed regarding fire safety issues. Such matters are principally Building Control regulation matters. However, it is understood that the ground floor unit would be separated from the first floor with a 60 minutes fire rated wall. The first floor would be limited to 60 people. Given the single stair arrangement proposed and toilets at second floor (fronting Salmon Street), servicing the first floor, is understood to be acceptable due to low numbers of people, close proximity to the main stair to ground floor and the provision of smoke detection to provide early warning to people in the toilet areas. The second & third floor internal areas (fronting Shudehill) would be used as storage space and not accessed by the public. It is understood that the Fire Service have already been consulted through the Building Control regulations process and have raised no objection to the proposal. This has been evidenced by the applicants approved private building control inspector.

A representation notes that drainage at the site is poor and often backs up. The provision of the ground floor WC and toilets at second floor require a significant amount of internal works to drainage. Building Control regulations would ensure that the drainage at the site is both adequate and functional.

A representation stated that a kitchen is being installed on site contrary to the planning permission being sought. The applicant indicated that they were storing a number of cooking units at the premises for a temporary period. Upon a site visit by officers it was clear that these units were not connected to any means of electric or gas supply. The proposal would not include any on-site cooking via electric/gas cookers or stoves and the recommended conditions would ensure appropriate controls on this matter.

Conclusion

The reuse of vacant, derelict and dilapidated premises is a key objective in the Northern Quarter. This needs to be balanced against the need to maintain a complementary balance of uses that is not detrimental to the character of the area, its attractiveness or the amenity of residents. It is considered that this proposal would add to and complement the character of the area and it is considered that the proposal has the potential to add to the area's vibrancy and contribute to the character of the Northern Quarter.

Taking into account the above and any other material planning considerations, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, saved Unitary Development Plan policies, as well as the national planning policies contained within the revised National Planning Policy Framework and is therefore recommended to be approved subject to the conditions set out within this report.

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 / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. Further information was sought from officers during the application and amendments were made to the proposal. Appropriate conditions were attached to the decision to ensure an acceptable development with the agreement of the applicant.

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 permission granted shall be personal to the applicant and named partners; Mr Scott Martin; Mr Bryan Regan and Mr Steven Cochrane, under the operating company 'Salmon Street MCR Ltd.'

Should the premises no longer be occupied and operated in full by any person as clearly named above, the use for which permission is hereby granted shall be discontinued and the land shall return to the last established and lawful use of the land prior to this permission being implemented.

Reason - The City Council as local planning authority has had regard to the special circumstances of the applicant, and in these exceptional circumstances a personal permission is in the interests of protecting residential amenity, in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

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

Site Location Plan Drawing No. A100, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Drawings No. A101, A102, A107, A108, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Drawing No. A103 Revision B, stamped as received by the City Council as Local Planning Authority on 24 January 2020.

Drawings No. A104, stamped as received by the City Council as Local Planning Authority on 24 January 2020.

Drawings No. A105, stamped as received by the City Council as Local Planning Authority on 18 October 2019.

Drawing No. A106 Revision B, stamped as received by the City Council as Local Planning Authority on 14 January 2020.

Design Statement, stamped as received by the City Council as Local Planning Authority on 24 January 2020.

Crime Impact Statement (Version A: 22/02/19, Reference 2019/0141/CIS/01), stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Dispersal Policy, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Operating Schedule, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Smoking Policy, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Waste Management Proforma, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Noise Impact Assessment, stamped as received by the City Council as Local Planning Authority on 30 October 2019.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EC1, EN1, EN3, EN19, CC1, CC4, CC5, CC7, CC9, CC10, C10, DM1 T1, and T2, of the Manchester Core Strategy and saved policies DC10.1 DC10.4, DC18, DC19 and DC26 of the Unitary Development Plan for the City of Manchester.

4) The premises shall operate in accordance with the submitted Noise Impact Assessment, stamped as received by the City Council as Local Planning Authority on 30 October 2019, and the premises shall play background music only. No live music is permitted within the premises.

Reason - In the interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

5) a) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with the recommendations within the approved Noise Impact Assessment, stamped as received by the City Council as Local Planning Authority on 30 October 2019.

The recommendations contained within the above report shall be implemented in full before the use commences.

b) Notwithstanding the approved plans and documents specified in condition 2 and the above part a, prior to the first use of the development a verification report will be required to be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met.

Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria. Any subsequent further approved mitigation measures submitted within the verification report shall be implemented in full prior to the first use of the development.

For the avoidance of doubt where entertainment noise is proposed the L_{Aeq} (entertainment noise) shall be controlled to 10dB below the L_{A90} (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

Reason - In the interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

6) a) Notwithstanding the approved plans and documents specified in condition 2, any externally mounted ancillary equipment, plant and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

Prior to the first occupation of the development a scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site.

b) Notwithstanding the approved plans and documents specified in condition 2 and the above part a, prior to first occupation of the development a verification report will be required, to be submitted to and approved in writing by the City Council as local planning authority, to validate that the work undertaken confirms to the above noise criteria. The report shall give the results of post-completion testing to confirm that the proposed noise limits are being achieved once the equipment and any mitigation measures have been installed. Any instances of non-conformity with the above criteria shall be detailed along with any measures required to ensure compliance.

The approved report and any necessary mitigation measures shall be implemented, and retained thereafter, in full in accordance with the approved details before the first occupation of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

7) The development hereby approved shall not operate outside the following hours:-
Monday to Friday 08:00 - 02:30
Saturday 08:00 - 03:30
Sundays and Bank Holidays 10:00 - 22:00

Reason - In the interests of residential amenity in order to reduce noise and general disturbance in accordance with policies SP1 and DM1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

8) Notwithstanding the approved plans and documents specified in condition 2, prior to the first operation of the development the management, operation and security measures set out within the following submitted documents:

Crime Impact Statement (Version A: 22/02/19, Reference 2019/0141/CIS/01), stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Dispersal Policy, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Operating Schedule, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Smoking Policy, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

shall be fully implemented and operational prior to first occupation, and such measures shall be retained and maintained thereafter while the use is in operation.

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

9) a) Notwithstanding the approved plans and documents specified in condition 2, prior to the first operation of the development the management, operation and security measures set out within the following submitted documents:

Crime Impact Statement (Version A: 22/02/19, Reference 2019/0141/CIS/01), stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Dispersal Policy, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Operating Schedule, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Smoking Policy, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

shall be fully implemented and operational prior to first occupation, and such measures shall be retained and maintained thereafter while the use is in operation.

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

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

07:30 to 20:00, Monday to Saturday,
10:00 to 18:00 Sunday/Bank Holidays.

b) Notwithstanding part a, the waste management strategy shall be fully implemented and operated in accordance with the approved documents:

Drawing No. A107, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Drawing No. A103 Revision B, stamped as received by the City Council as Local Planning Authority on 24 January 2020.

Waste Management Proforma, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

Reason: In the interests of public and highway safety and the protection of residential amenity, pursuant to policies DM1 and T1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

10) Cooking at the premises shall be limited to cold foods and no primary cooking (electric/gas powered ovens or stoves), or the frying or deep frying of food products is permitted at the premises.

Reason: In order to protect neighbouring residential amenity in regard to noise, fumes and odours, pursuant to policies DM1 of the Manchester Core Strategy and policies SP1 and DM1 of the Manchester Core Strategy and saved policies DC10.1, DC10.4 and DC26 of the Unitary Development Plan for the City of Manchester.

11) Prior to the use first commencing the details regarding internal bicycle storage submitted shall be fully implemented, retained and permanently reserved for bicycle parking in accordance with the following documents:

Drawing No. A103, stamped as received by the City Council as Local Planning Authority on 06 August 2019.

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 policies SP1, T1 and T2 of the Manchester Core Strategy.

12) Notwithstanding the approved plans and documents, prior to the first occupation of the development hereby approved disabled access provision shall be fully implemented in accordance with the submitted and approved documents:

Drawing No. A106 Revision B, stamped as received by the City Council as Local Planning Authority on 14 January 2020.

The disabled access provisions shall be retained thereafter in perpetuity while the development is in operation.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of policy SP1, DM1 and CC1 of the Manchester Core Strategy.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 123983/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:

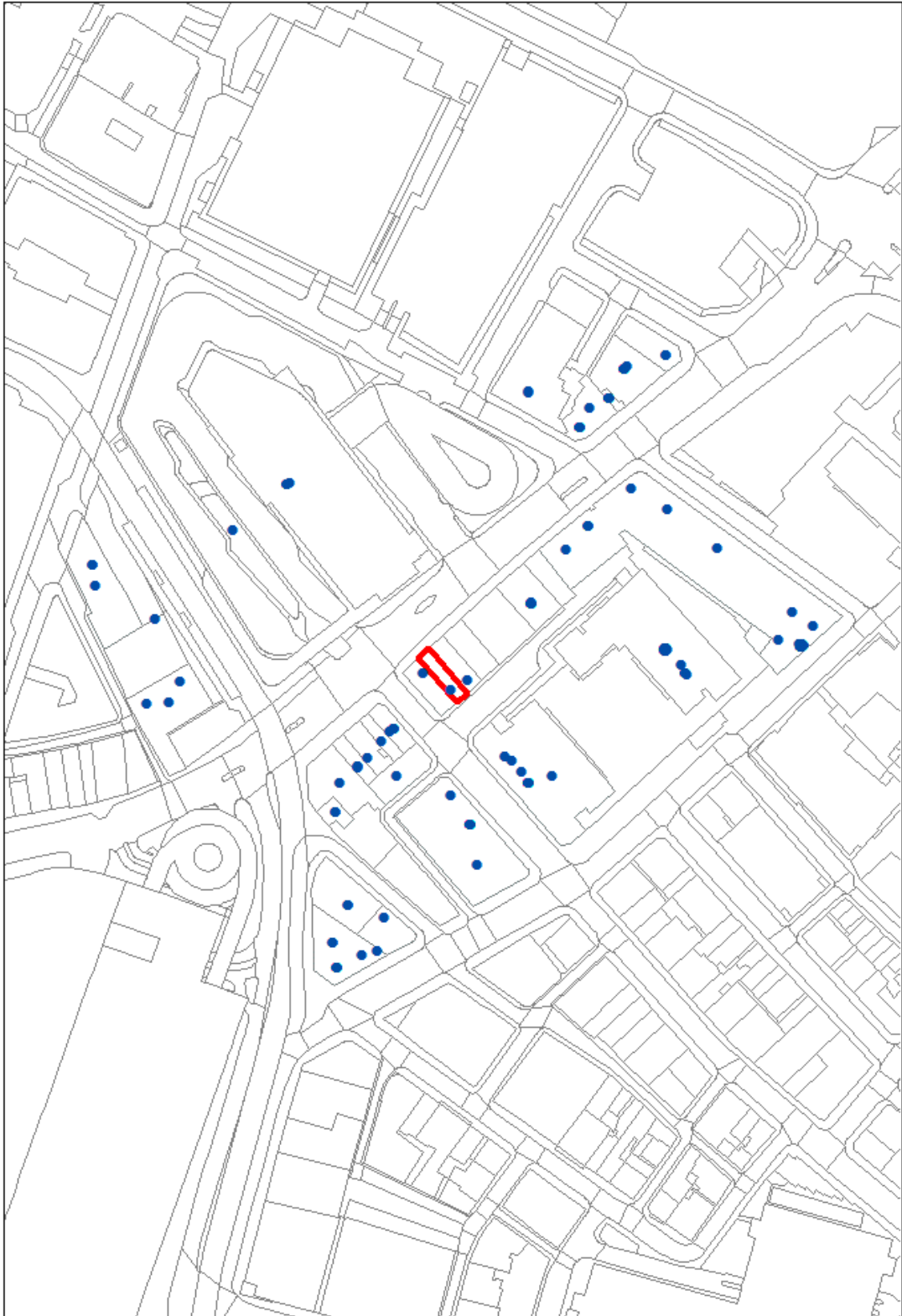
**Environmental Health
Highway Services
Greater Manchester Police
Ward Councillors**



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
Highway Services
Greater Manchester Police**

Relevant Contact Officer : Christopher Smith
Telephone number : 0161 234 4529
Email : christopher.smith@manchester.gov.uk



 Application site boundary  Neighbour notification
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Application Number	Date of Appln	Committee Date	Ward
124302/FO/2019	3rd Oct 2019	12 th March 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

Introduction

Consideration of this application was deferred at the meeting of the Planning and Highways Committee on 13 February 2020 to enable a site visit to take place.

The manner in which this scheme complies with approved planning policies is clearly set out and addressed in the report. Whilst the site is within Hulme Ward, the site is in an area that has been subject to the City Centre policies for the past 25 years. This is a long standing policy position and has been the case since the first residential properties were built in this area. It is unlikely that the area would have been transformed in the way that it has without that context.

It is these policies that must form the basis of decisions made by the Local Planning Authority, including the Planning and Highways Committee. Planning law requires that applications for planning permissions are determined in accordance with the development plan, unless material considerations indicate otherwise.

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.

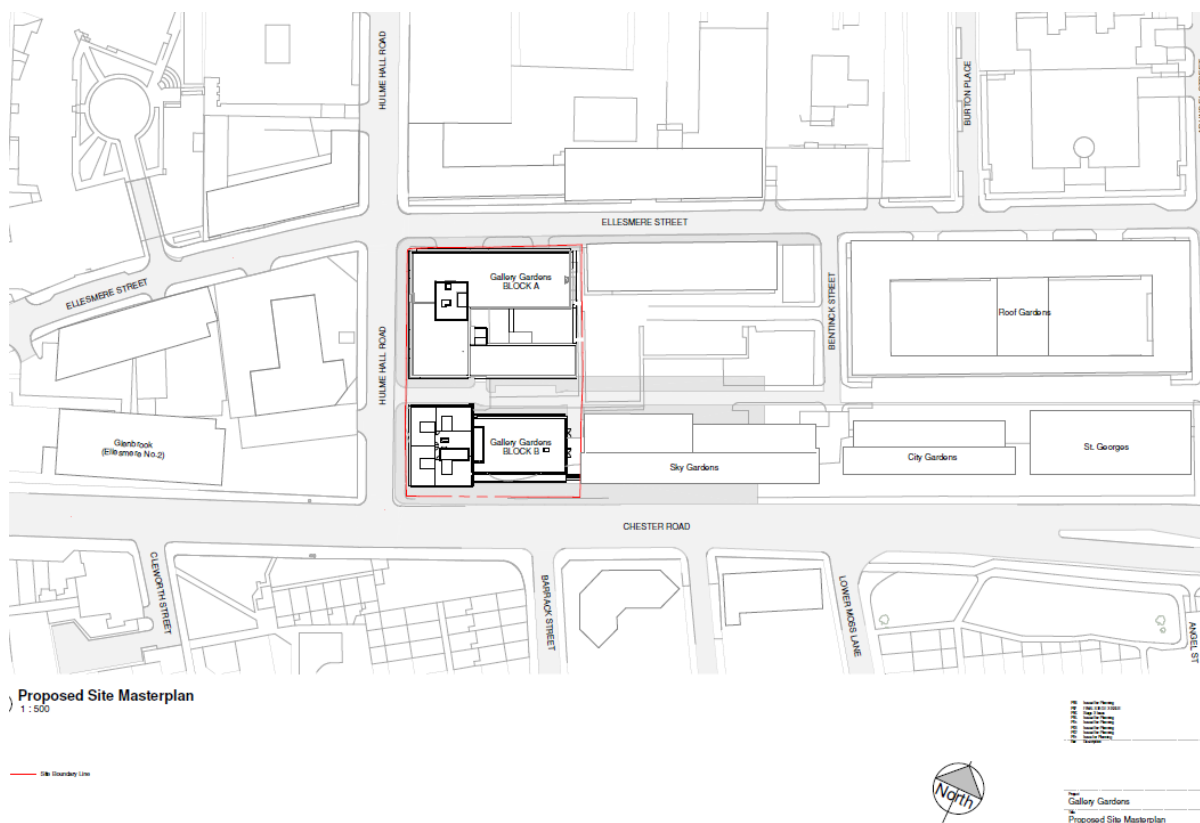
The Castlefield Conservation Area is to the north and there are three Grade II listed buildings nearby, namely Albert Mill, the former Turville public house at 252 Chester Road; and 215-219 Chester Road on the opposite side of Chester Road. The grade

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.

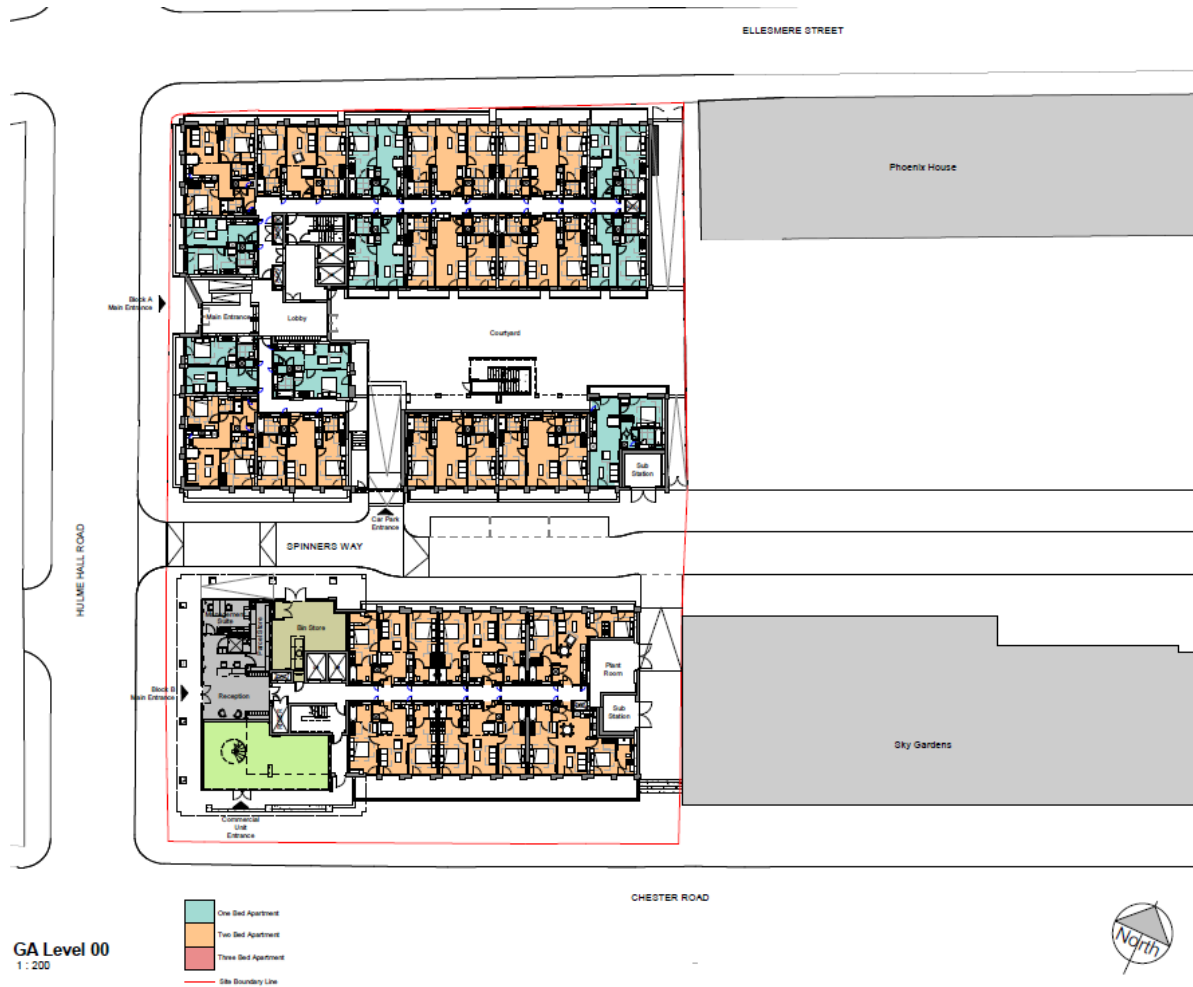
Part of the site (at the corner of Hulme Hall Road and Ellesmere Street) has previously received permission for an eight storey building comprising 44 apartments.

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.

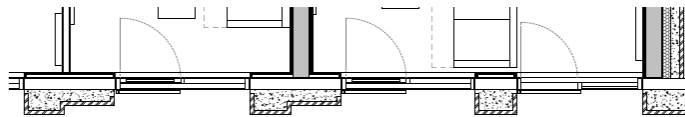


The taller section of Block B, at the junction of Chester Road and Hulme Hall Road, would be clad in dark grey metal with black window frames and balustrading to the balconies. It would strong grid lines with vertical and horizontal profiled metal fins creating a sharp geometric grid pattern.

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

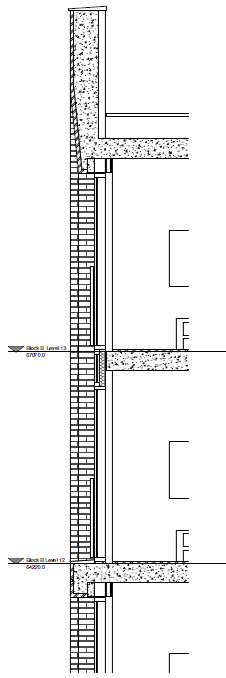


1 Loft Detail Plan-Crown
1:20

Note: Elements identified by number refer to the materials list.
 1. All window glazing shall be triple glazed with argon gas fill.
 2. All window frames shall be made of aluminium with a powder coated finish.
 3. All window frames shall be made of aluminium with a powder coated finish.
 4. All window frames shall be made of aluminium with a powder coated finish.
 5. All window frames shall be made of aluminium with a powder coated finish.
 6. All window frames shall be made of aluminium with a powder coated finish.
 7. All window frames shall be made of aluminium with a powder coated finish.
 8. All window frames shall be made of aluminium with a powder coated finish.
 9. All window frames shall be made of aluminium with a powder coated finish.

Materials

- 1. Pre-cast panels faced with dark grey brick
- 2. Pre-cast panels with dark grey solid concrete
- 3. Full height glazing with black window frames
- 4. Metal louvres fixed to window frame, to match window frame colour
- 5. 60mm mesh window frame colour
- 6. Insulated brick panel
- 7. Brick panel
- 8. Cladded brick panel
- 9. Louvre vents



2 Loft Detail Section-Crown
1:20



3 Loft Detail Elevation-Crown
1:20



4 Elevation Key Plan - Chester Road
1:500



5 Block B Key Plan
1:500

<p>Project Name: Gallery Gardens Project Ref: FF0606-10-000-000 Date: 08/11/2023 Scale: 1:20 Drawing No: 11.1-03</p>	<p>Client: Trafford Estates Architect: jmarchitects 54 Phoenix Road, Manchester M15 5LQ T: +44 (0) 161 880 300 www.jmarchitects.co.uk</p>
<p>PLANNING: Approved Other: None</p>	<p>Scale: 1:20 Date: 08/11/2023 Drawing No: 11.1-03 Project Ref: FF0606-10-000-000</p>

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) and a request from them for a site visit by the Committee. 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. The developer's profit would be 14.37% on cost (circa 13% of the Gross Development Value (GDV)), which is lower than the minimum guidance in the NPPF. Acceptance of a £250,000 commuted sum would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. Should there be an uplift in market conditions then a further contribution to offsite affordable housing could be secured in the future.

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.

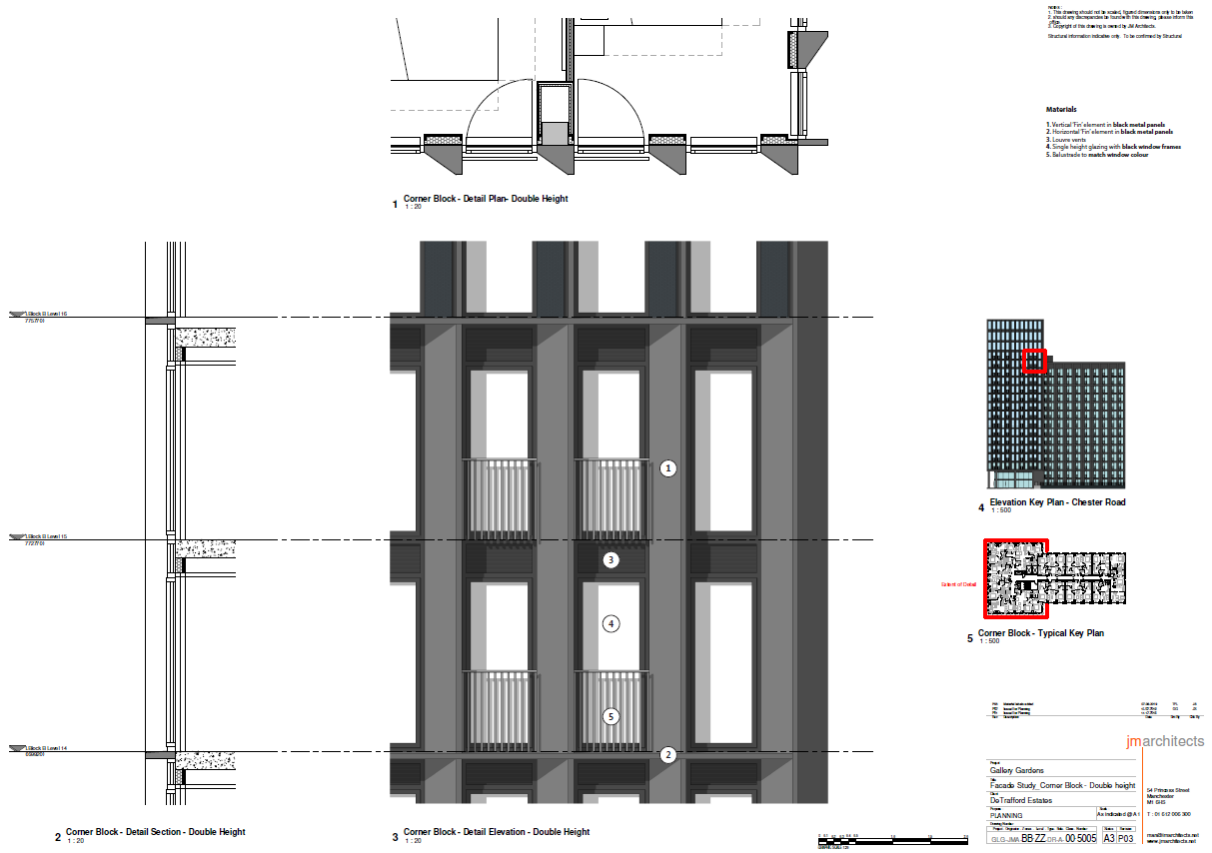
Tall Building Assessment

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.

Existing and Proposed Views from Chester Road

View 1



Existing



Proposed

View 2



Existing



Proposed

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 pulvable 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
125186/FO/2019	18 th Oct 2019	12 th Mar 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

Background

This application was reported to the Committee on 13th February 2020. As Members resolved that they were minded to refuse the proposal, the application was deferred for the following reasons with the Committee requesting that a report be brought back which addresses these concerns and provide for further consideration of potential reasons for refusal:

- Impact on residential amenity, due to construction work and in particular noise and disturbance and the loss of use of the lift for a period of time.
- Loss of part of the green area fronting Palatine Road,

Impact on Residential Amenity – Activity associated with the construction of a development brings with it a certain degree of disamenity. It is for this reason that conditions requiring the submission of a Construction Method Statement are attached to developments of this nature, e.g. condition no. 11 in this instance. In particular this condition requires the submission of details relating to the designated route for construction and delivery vehicles; the parking of vehicles of site operatives and visitors; the loading and unloading of plant and materials; the storage of plant and materials used in constructing the development; the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate; wheel washing facilities; measures to control the emission of dust and dirt during construction; a scheme for recycling/disposing of waste resulting from demolition and construction works and the hours of working. As part of this method statement the applicant would be required to confirm that the development would be built in accordance with the City Council guidelines for “noise from building sites”, namely:

- Monday to Friday: 7.30am to 6pm
- Saturday: 8.30am to 2pm
- No noisy work should be done on Sundays or Bank holidays
- The workers can arrive 30 minutes before they start work

If the applicant's Construction Method Statement complies with these hours restrictions then it would be deemed to be acceptable. Given that any potential disamenity resulting from noise associated with the construction process could be controlled via this condition and would be of a temporary nature only, it is not considered that refusing this proposal on these grounds is reasonable or could be sustained at appeal.

In terms of the lifts being out of action, it is understandable that this is a cause for concern to residents, especially those with reduced mobility. However, this is an issue that needs to be managed as part of the construction process with only short term impacts. Again, it would not be reasonable to refuse the application for this reason.

Loss of Green Area – The proposed car parking would occupy the area edged red below, this equates to approximately a quarter of the green strip which runs parallel with Palatine Road.



The concerns raised by Members and residents are duly noted. Given that a significant proportion of the green space would be retained and planting would be incorporated to mitigate the visual impact of the spaces, it is the case that the impact of the street scene and character of the area is considered to be acceptable.

However, if Members are still concerned about this matter then the following reason is suggested:

“The proposed car parking would form a visually intrusive feature and would result in the loss of part of an existing landscaped strip to the detriment of visual amenity and landscaped character of this part of Palatine Road, contrary to Policy DM1 in the Manchester Core Strategy.”

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.

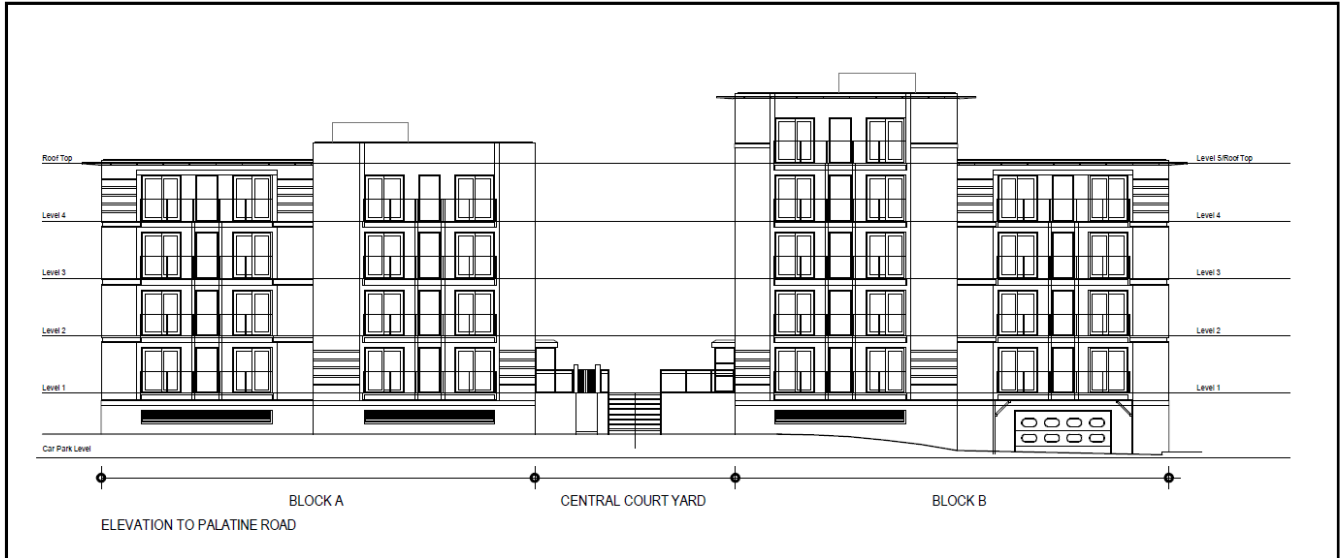
Blocks A and B are shown below:



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.

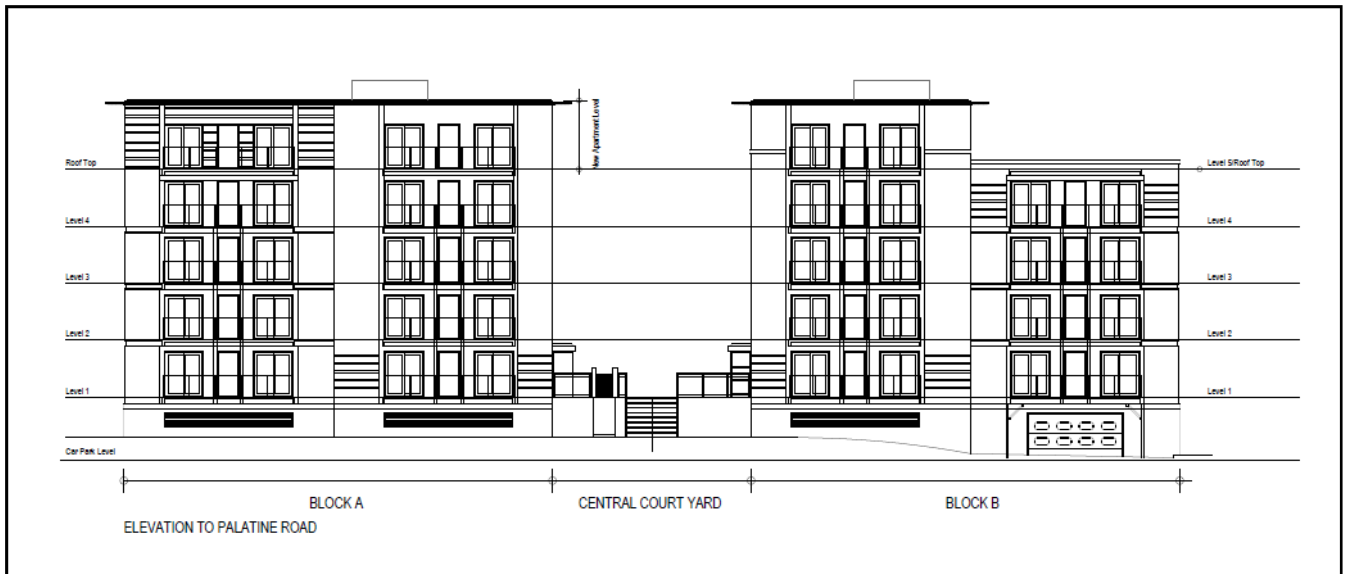
As that consent was never implemented and has now lapsed, the applicants are proposing an identical scheme, namely to add a fifth storey to Block A in order to create 4 two bed flats. In addition, the applicants are proposing to create an additional 5 parking spaces, one of which is a designated disabled 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:

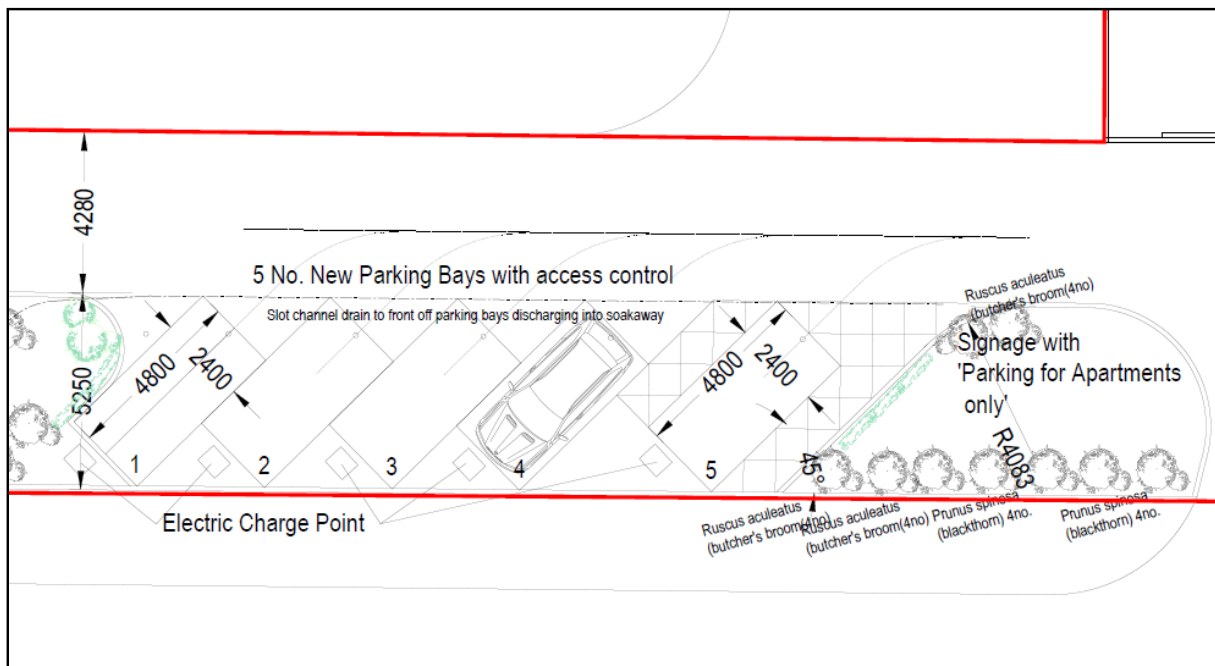


Existing elevation

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.
- A balcony at the rear of Riverside Lodge will be in total shadow for 24 hours from late autumn to early spring. This strongly suggests that the light survey that was submitted as part of the planning application is incorrect.
- This balcony currently has a reasonable amount of direct sunlight at some point of the day all year round. This will no longer be the case for a significant part of the year if this proposed development is allowed to go ahead.
- The location of an additional single cycle bar will restrict access to residents post-boxes and only allow storage for one cycle, and most importantly, in the opinion of the insurance fire and safety inspector would have to be removed.

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

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.

Jeff Smith MP – The MP objects to the proposal for the following reasons:

- The development would have a severely negative impact on the residential amenity of residents who currently live in the apartment block. This is due to the noise during construction and disruption to residents caused by the works. It wouldn't be reasonable for the corridors and stairwells to be used by construction staff.
- The proposed construction would render the lift unusable for a period which would affect access for those with physical disabilities.
- The proposal would see the removal of green space in order to provide additional car parking.

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 were 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

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 sited 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, *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.

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. Whilst there would be some overshadowing of the rear balcony, this would be for a short period of time during the winter months when the sun is at its lowest point.

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. To ensure that the additional space is located in the most suitable place an additional condition (no. 13) is recommended:

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.

13) No part of the development shall be occupied until space and facilities for additional bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 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: 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:

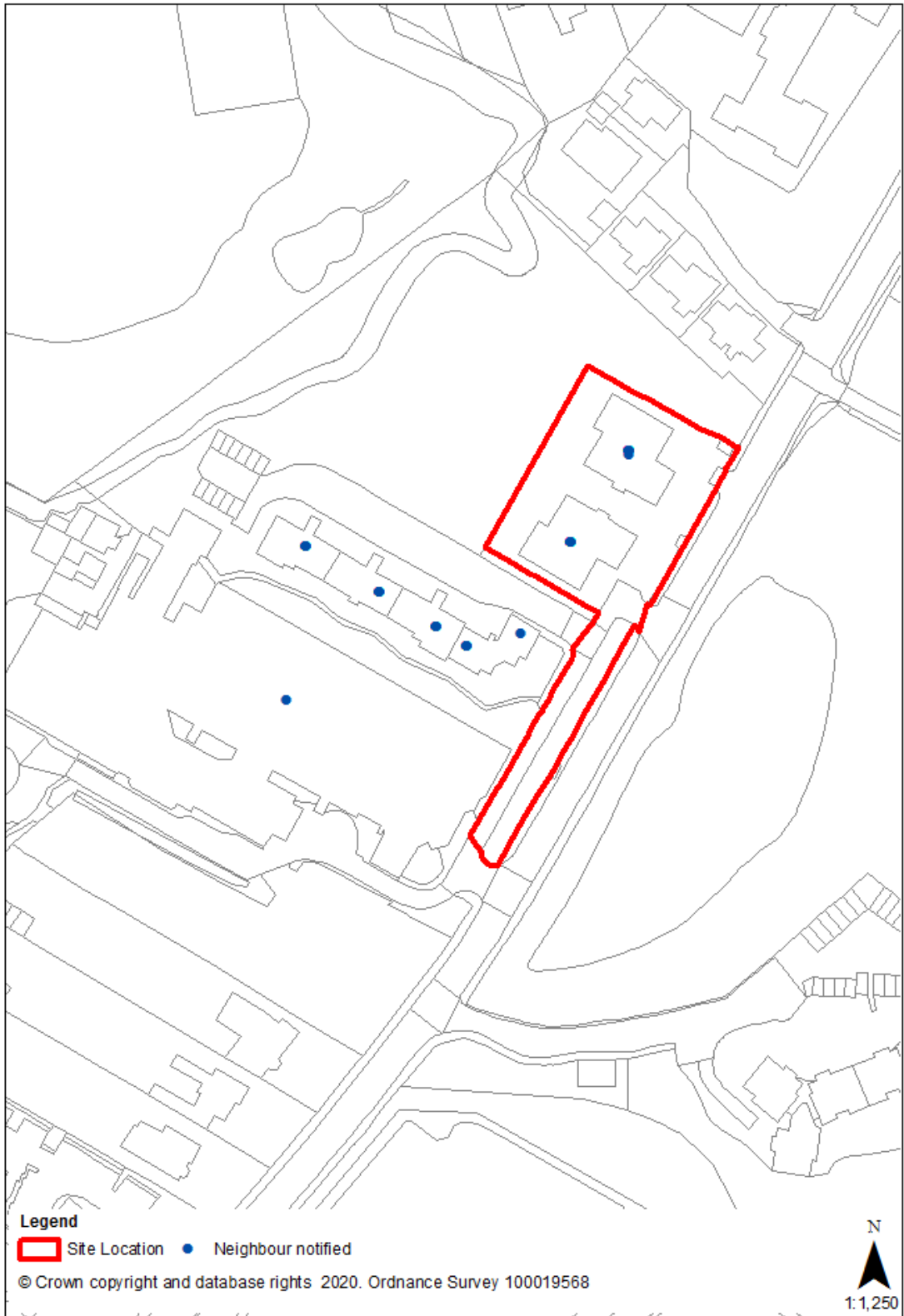
Highway Services
 Environmental Health
 MCC Flood Risk Management
 West Didsbury Residents Association
 Northenden Civic Society
 Northenden Neighbourhood Forum

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
121828/FO/2018	21st Jan 2019	12 th Mar 2020	Northenden Ward

Proposal Erection of a 4 storey building to form 16 two bed apartments with one commercial unit (Class A1 to Class A4)) on the ground floor, with associated car parking, refuse and cycle stores at the rear, following demolition of existing building.

Location 349 - 359 Palatine Road, Northenden, M22 4FY

Applicant Mr Tom Morgan , Gustav Bonnier, St Johns House, 22 Royle Green Road, Manchester, M22 4NG,

Agent Mr Harry Calder, Calderpeel Architects, Market Court, 20-24 Church Street, Altrincham, WA14 4DW

Description

The site consists of a terrace of commercial properties, namely 349 to 359 Palatine Road, located with the Northenden District Centre. The properties are currently vacant but were last used as a beauty salon, a café and a bar on the ground floor, with associated commercial space above. To the rear of the site there is a service/parking area and beyond that lies a terrace of two storey dwellings, namely 38 to 50 Allanson Road. On the opposite side of Palatine Road there is a three storey terrace of commercial properties with residential accommodation above. On one side of the site there is an access road and further commercial properties, while on the other side, the terrace of commercial properties continues.

The applicant is proposing to demolish the existing terrace and replace it with the following:

- Erection of a 4 storey building consisting of a ground floor commercial unit (226m²), with 16 two bed apartments above.
- Creation of 15 parking spaces at the rear of the site, access to which would be via the existing access road at the side of the property. Two of these spaces would be disabled parking spaces.
- Erection of an external bin and cycle store.

Originally the proposal overhung the whole of the access road but the proposal was reduced in length to form a break between the site and the adjoining commercial properties.

Consultations

Local Residents – 16 letters have been received from local residents, 3 in support of the proposal and 13 objecting to it. The points raised can be summarised as follows:

- A high street needs new development and new shops to create consumer interest and draw people to the local area encouraging them to spend money and support local businesses.
- This new development will not only freshen up the area but it will draw new people in and provide a much needed retail space below, replacing the tired, dilapidated space.
- Many residents are complaining about the already struggling businesses but healthy competition once again brings footfall to an area, and this can only be a good thing.
- The existing bar has changed hands a number of times over the past 10 years and is scruffy and not much of an asset to the high street. Retail and apartments is a much better idea.
- The existing commercial units are often short term lets to unreliable vendors and unpleasant bars etc., it should be ensured that the design of the building fits in with the current infrastructure. The area in which it is intended to be built is an area of red brick, often with a dark slate roof. You only have to look behind the high street to see this. This design was also replicated by the new estate on Peggy Lane at the bottom of the town.
- There is a lack of parking in the town as Express Solicitors continues to grow, taking up the majority of parking on Mill Lane, Allanson Road, Brett Street and Queenhill Road during the day. The new estate on Peggy Lane has also absorbed a lot of spare parking. Although the new flats will have car parking, it will be one space to two bedrooms, therefore with two individuals, two cars, and visitors, it is only natural that they will take up additional spaces. It should be considered whether, as part of their investment into the area, the support of a car park could be considered, such as the one on Mill Lane.
- It is inappropriate to create a block of flats in an area such as Northenden, which borders Wythenshawe, without affordable housing. It has to be recognised that this is an up and coming area, popular with young professionals, and an area which is currently lived in by a lot of low income families, these individuals should not be priced out of the area as they have been with Didsbury and Withington.
- The height of the proposed development will be out of keeping with surrounding buildings, interrupting their continuity of height and appearance.
- The proposed development is dominating, overbearing in size, scale and proximity and not in keeping with the character of the immediate vicinity and wider village area, particularly along Palatine Road. Due to the close proximity and size, the development will also be visually intrusive when viewed from adjoining dwelling and their external amenity areas, resulting in a significant loss of privacy and amenity.
- The proposed development will tower above the adjacent two storey buildings, be totally incongruous, and its modern design will not be in keeping with this locality.
- At the rear of the proposed development (to the east) are the courtyards and garden areas of Allanson Road residents (numbers 38-50), all of which will suffer overshadowing by this proposed development. The southern aspect of the development sits opposite the rear of No. 48, meaning that residents will suffer from a loss of sunlight in the courtyard and rear lounge window during

the late afternoon/early evening in July and August (from approximately 5pm onwards).

- As a result of the proposed balconies at the rear of the development, the residents of Allanson Road will be completely overlooked to an intrusive and unacceptable level. The development may be over 23 metres away from those properties but the overbearing height at four storeys will mean the upper levels will have direct views into the properties' gardens and habitable rooms creating immense discomfort. Conversely, and unacceptably, the residents of the proposed development would not have any of their habitable rooms overlooked and would therefore have a higher degree of privacy.
- The proposal would be contrary to Policy DM1 due to its impact on privacy and overshadowing.
- The use of modern materials proposed for this construction, will add to its ill-fitting appearance alongside much older buildings.
- The building will protrude forward onto the paved area on Palatine Road. This may cause conflict between pedestrians and drivers should commercial vehicles park in front of the building for offloading etc, since the pavement area would be restricted.
- The demolition of buildings and construction of a new building will increase traffic congestion and noise along Palatine Road, which already has traffic flow problems. Any increase in traffic will have a negative impact on the shopping area, causing difficulties for pedestrians and motorists alike, as well as increasing pollution levels.
- Given our current Climate Crisis, it would be better to renovate existing buildings rather than add to CO2 levels, through the necessary quarrying and road haulage needed for a new build.
- No consideration has been given to bio-diversity. Older buildings are preferred as nesting sites for birds, in particular House Martins have used this stretch of Palatine Road for many years. There is no mention in the plans to accommodate them within the new build structure.
- An insufficient number of parking spaces are proposed for the number of flats/residents.
- Would there be access for refuse collection to the rear of neighbouring properties on Palatine Road?

Ward Members – A joint letter of support has been received from Councillors Monaghan and Russell. Their comments are summarised as follows:

- The applicant's previous developments in Wythenshawe are of high standard.
- Northenden needs this investment to improve Palatine Rd and attract new businesses.
- The site as it stands, is shabby and unattractive and despite many bars and restaurants opening here, none have made it and survived.
- The site needs investment and redevelopment.
- Four shops near here are to close.
- This new row will no doubt attract major retailers to the area and make Palatine Rd more modern and inviting.
- The development should address residents' concerns about car parking.

Northenden Civic Society – No objections raised.

Northenden Neighbourhood Forum – Have expressed their support for the proposal.

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.
- It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.
- The parking proposals provide for 16 suitably sized bays (one space per unit) of which one is designated for disabled use, this is considered acceptable.
- Whilst no off-site parking is being provided for the retail unit, it is considered that any further parking demand can be accommodated within the district centre.
- Secure cycle storage is being provided to the rear for 18 cycles which is considered acceptable.
- It is recommended that either the loading restrictions on Palatine Road are amended as part of the development to allow only off-peak or evening loading and unloading, or that some of the servicing is accommodated within the rear courtyard.
- The swept path analysis provided verifies that the necessary vehicle manoeuvres can be undertaken once the access has been widened. Alterations to the highway will therefore be required and are to be undertaken through a S278 agreement.
- Waste storage for the residential units is provided in the rear courtyard whilst the commercial bin store is to the rear of the ground floor and each of these storage areas is considered acceptable.
- The applicant should submit a Construction Management Plan before work commences on site.

Environmental Health – Recommends that a number of conditions are imposed on any approval granted in respect of acoustic insulation, refuse storage, hours of operation and contaminated land.

Greater Manchester Ecology Unit (GMEU) – GMEU have requested information about potential bat habitation. Any comments from GMEU will be reported at the committee.

Greater Manchester Police – Recommend that a condition to reflect the physical security specifications set out in the Crime Impact Statement be added should the application be approved.

MCC Flood Risk Management – Suggests the imposition of two conditions designed to secure proper drainage of the site and to manage the risk of flooding and pollution.

United Utilities Water PLC – United Utilities also suggest the imposition of conditions designed to secure proper drainage of the site and to manage the risk of flooding and 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 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.

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 EC10, *Wythenshawe* – The Northenden District Centre will be suitable for mixed use local employment provision serving its catchment area.

Policy C1, *Centre Hierarchy* – District centres have an essential role in providing key services to the City's neighbourhoods including shopping, commercial, leisure, public and community functions, ensuring that residents can access such services easily. They are also a focus for the City's residential neighbourhoods, providing an important opportunity to define local character. Development in these centres should primarily respond to the needs of the catchment and recognise the need to support the vitality and viability of other centres.

Policy C2, *District Centres* – Development will support thriving district centres, with distinct local character, providing a good range of accessible key services, including retail, health facilities, public services, leisure activities and financial and legal services. Housing will also be considered an appropriate use within District Centres, providing it supports the vitality and viability of the centre.

The policy states further that development in District Centres should:

- Prioritise delivery of key 'visitor' services, including retail, public and commercial services and food and drink. The Council will ensure that retail remains the principal use in Primary Shopping Areas, but also ensure that provision is made in District Centres for commercial and service uses, leisure and community facilities and other uses which make a positive contribution to vitality and viability of centres. Subject to impact on overall character and local amenity, the Council will support development which extends the time during which District Centres are active;
- Promote the development of employment which provides opportunities for local people;

- Promote the efficient use of land, particularly through considering options for multi-storey development. New development should positively contribute to the reuse and regeneration of land and premises, together with wider regeneration and investment strategies;
- Contribute positively to the diversity and mix of uses within centres without undermining their primary retail function. Development should also promote a range of retailers and shop formats;
- Promote choice and competition particularly where development will support the independent sector;
- Remedy deficiencies in areas with poor access to facilities.
- New development should respect and enhance the character of existing centres.
- New development should deliver improvements to the quality and accessibility of the centre environment. Opportunities should be taken to adopt sustainable building design and practises to assist in adapting to climate change

Policy C7, *Wythenshawe District Centres - Baguley (West Wythenshawe), Northenden and Wythenshawe Town Centre* – In Northenden additional food retail will be supported, although this will be limited in scale, within the boundaries of the existing centre. The character of the centre will be maintained, with particular attention to 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 H7, *Wythenshawe* – The Council expects that Wythenshawe will accommodate only around 3% of new residential development over the lifetime of the Core Strategy. New high quality high density development will be encouraged

within the district centres of Northenden, Baguley and Wythenshawe and upon small infill sites where it contributes to the stock of affordable housing and where it complements Wythenshawe's garden city character. There is also the potential for additional family housing for sale.

Policy H 8, *Affordable Housing* – This policy states that the following requirements for affordable housing or an equivalent financial contribution currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances.

- 1) New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.
- 2) The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.
- 3) Affordable housing units will be inclusively designed to reflect the character of development on the site.
- 4) Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:
 - There is a very high level of affordable housing in the immediate area;
 - There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
 - Affordable housing would be prejudicial to the diversification of the existing housing mix. The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
 - It would financially undermine significant development proposals critical to economic growth within the City;
 - The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
 - There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

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 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):-

a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:

Year 2010 – Code Level 3;
 Year 2013 - Code Level 4;
 Year 2016 - Code Level 6; and

(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.

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 – This document provides the most up-to-date guidance for the Wythenshawe Area and the following policies are of relevance:

Part 4 section (12), *Shopping and Local Facilities* – seeks to promote a wider range of shops and services and improve the quality and appearance of centres.

Policy SL2.1, *Deliver enhances retail/leisure facilities in Northenden* – In Northenden this is likely to include a range of public realm improvements designed to improve prospects for encouraging further investment in the district centre.

Policy SL5, *Develop best practice in the function and design of local centres* – Wythenshawe has suffered in the past from poorly designed investments, with a result that some centres and open space appear dilapidated and neglected. It is important that high quality design and streetscape are an integral part of efforts to revitalise neighbourhood centres.

Part 4 section (20), *Neighbourhood Character* – seeks to promote community pride through the development of high quality public space and landmarks of distinction and incorporate good design into every aspect of development in Wythenshawe.

Policy NC1.1, *Gateways into Wythenshawe* – states that these must be improved to make the physical environment easily understandable and to mark and celebrate entrance into Wythenshawe and important junctions...special attention, therefore should be paid to the design of ‘gateway’ buildings and features at key junctions to the site, also to the design of public realms at key spaces and intersections. Key public spaces within the SRF include: Northenden High Street.

Policy NC2.2, *Create positive and distinctive landmarks* – state that landmarks that exist should be preserved and their setting enhanced. New landmarks buildings should be celebrated to create memorable places and improve the ‘mind map’ of Wythenshawe.

Northenden Village Local Plan (2011) – The Northenden Village Local Plan is a non-statutory document that provides Northenden with a 10-15 year strategy to guide future interventions in the area. In particular, the Local Plan seeks to address economic and physical challenges and will inform new developments in order to establish Northenden as a successful and distinctive centre and creating a neighbourhood of choice and increasing housing choice.

The application site is identified within the Local Plan as a priority in terms of its redevelopment for a mixed use retail and residential scheme. The Local Plan states:

“This is a priority site for development in Northenden. The site is currently vacant and represents an under-exploited opportunity to create a new focal point on a prominent site along the high street”.

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 – This property is currently in use as three separate businesses, all of which ceased trading some time ago. Replacement occupants have not been forthcoming and it is acknowledged that several operators of the bar

have attempted to make a success of the drinking establishment but none have succeeded. It is considered that a new, purpose built development, offering modern commercial premises with apartments above would inject some vitality into Northenden District Centre and improve its continued viability. Having regard to the existing planning policy framework, national planning guidance, the Wythenshawe Strategic Regeneration Framework and the Northenden Village Local Plan, the principle of redeveloping this site is considered acceptable.

Notwithstanding the above, the impact of the proposal upon existing levels of visual and residential amenity must be assessed, as well as any impact upon existing levels of pedestrian and highway safety along this section of Palatine Road.

Affordable Housing – Policy H8 requires that development should contribute to the City-wide target that 20% of new housing is affordable. 20% is used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership. If this is not provided on site, an equivalent financial contribution should be made to off-site provision. The level of affordable housing required should reflect the type and size of the development and take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives. Should a viability assessment demonstrate that a scheme cannot deliver affordable housing, the applicant may request an exemption from providing affordable housing, or provide a lower proportion, a variation in the mix of affordable housing, or a lower commuted sum. Examples of these circumstances are set out in part 4 of the Policy H8.

The application proposes to sell the 16 apartments and rent out the commercial unit. The proposal would create an active street frontage in a prominent position within the Northenden District. It would be a quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. It also delivers a significant component of commercial space. All these matters have an impact on the scheme's overall viability.

A viability report, that has been assessed and verified by the Council, demonstrates that it is not possible to provide a contribution towards affordable housing in this instance. This is based on a site value of £500,000 and a total development cost £3,512,705. Based on the inputs and outputs this would lead to deficit of -£201,352, if affordable housing was included in the scheme, or a deficit of -£142,987 if no affordable housing was provided. Notwithstanding this, the developer has set out that whilst they are making a loss on this site they believe the development is deliverable, as it is intended for the applicant to retain ownership of the commercial element, with revenue to be collected as rent from tenants over a very long-term period.

The figures above clearly demonstrate that the scheme is not viable, but that the developer believes that the scheme is deliverable as a long-term investment. The viability report has been tested by the Council and it has been agreed that it would not be possible for the development to make provision on site or a financial contribution towards offsite affordable housing without undermining viability.

Notwithstanding the above, the applicant has agreed to enter into a legal agreement which would include a provision for a reconciliation contribution payment should these values change at an agreed point.

Design – The proposed building is contemporary in design and would be constructed from a mix of brick and cladding. The ground floor commercial element would consist predominantly of glazing to provide an active frontage, while the first and second floors would be constructed out of brick with the front and rear façades broken up by a series of vertical windows and a contrasting band of cladding. In addition, these recessed windows and corresponding brick panels provide shadowing and modelling to add interest and break up what would otherwise be a flat façade. The top floor would be constructed from cladding and set back from the Palatine Road frontage to reduce the overall impact of the proposal and to provide an external seating area. The rear elevation would also consist of two external seating areas which also break up the massing of the proposal.

In terms of materials, the ground floor consists predominantly of glazing with the external skin of the upper floors consisting of a combination of light brickwork and cladding panels. Windows are proposed to be framed with grey aluminium frames.

A number of residents have raised concerns about the contemporary design as they feel the area is predominantly one of red brick buildings topped by slate roofs. While this might be the case with the more domestically scaled building in Northenden, the taller buildings within the district centre do depart from that. The commercial buildings opposite (as see below) are constructed from a lighter brick, and the modern building being constructed at 391 Palatine Road, which stands at 3 to 5 storeys, uses a combination of brick, render and cladding. The building which currently stands at the corner of Palatine Road and Church Road is also constructed from a combination of lighter coloured brick and cladding panels.

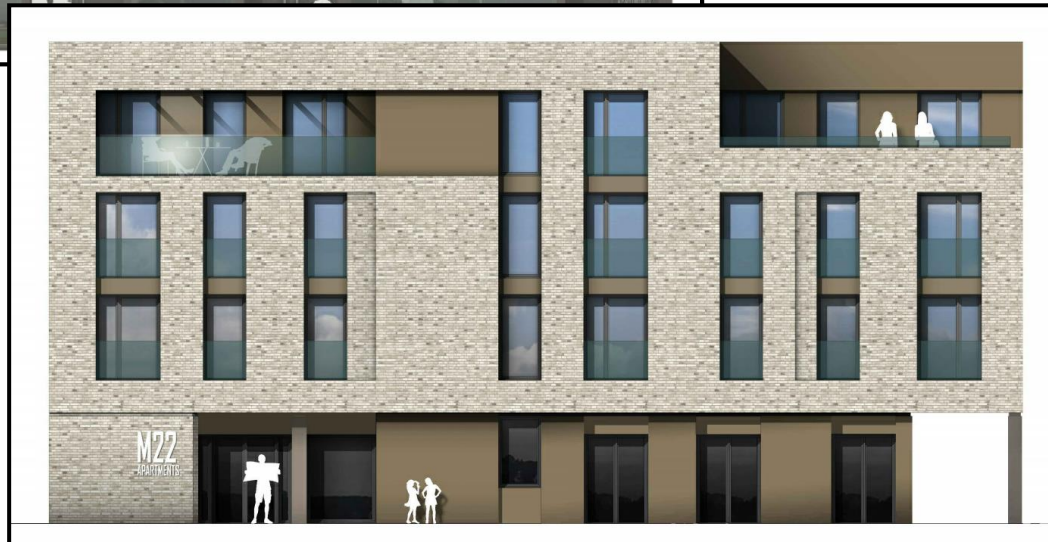
The architecture within the Northenden District Centre is varied with the traditional two storey terraces being punctuated by new developments which are taller and comprising of more modern materials. It is considered that this proposal adds to that variety.



Overall, the design of the proposal is considered acceptable and can be seen below:
 Front elevation



Rear elevation



Scale and Massing –

The building is arranged over four storeys with the top floor set back from the front elevation. Whilst the proposed building is larger than the properties that immediately adjoin it, it is comparable to the commercial parade on the opposite side of Palatine Road and the smaller than the development under construction at 391 Palatine Road and that situated at the junction of Palatine Road and Church Road. Given this, it is considered that the scale of the development is appropriate for the Northenden District Centre and adds to the visual interest on this part of Palatine Road.

By introducing a varied palette of materials and articulation around the windows, as well as setting back the top floor, the impact of the proposed building has been reduced and the massing considered acceptable. The front elevation of the proposal in the context of the adjoining commercial properties is shown below:



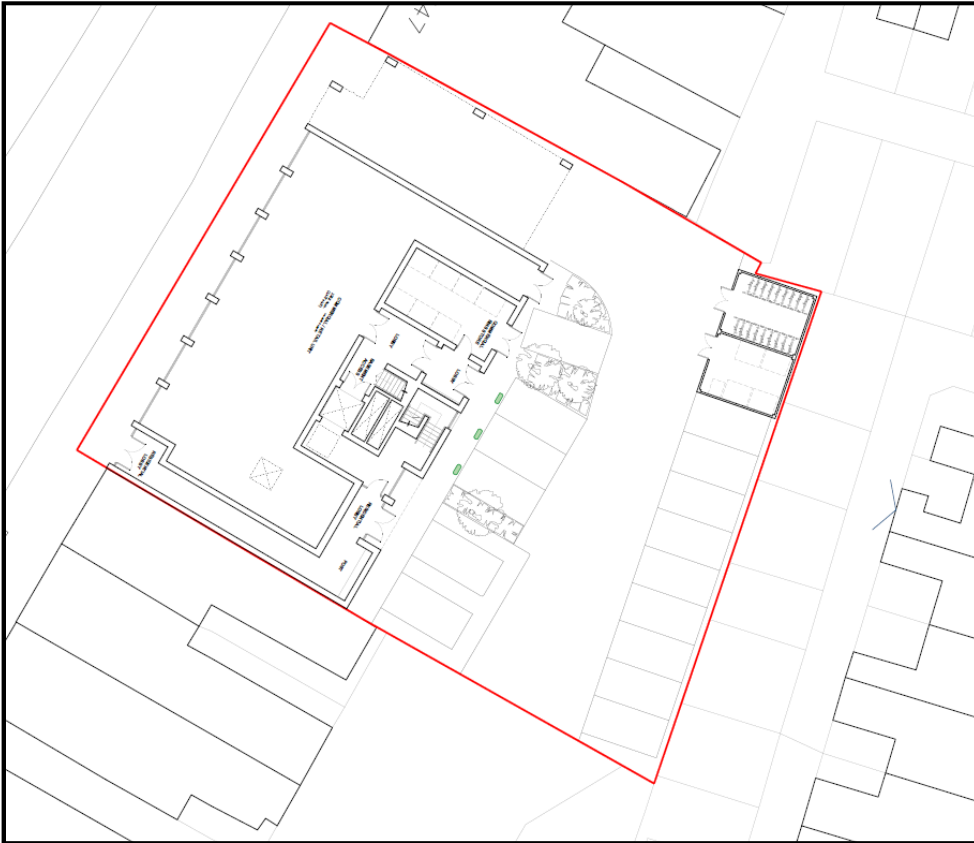
Examples of taller buildings within the Northenden District Centre are shown below:

Building at the junction of Palatine Road and Church Road



Building approved at 391 Palatine Road

Site Layout – The footprint of the proposal has been reduced from that submitted. It is linear in shape and presents a strong frontage to Palatine Road, within which the principal access points are located to both the commercial element and the apartments above. In order to comply with the City Council’s adopted design guidance, the car parking and waste storage facilities are located at the rear of the building. The site layout, which can be seen below, is considered acceptable.



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 for residential developments.

The amount of floor space proposed for each apartment and that required under the guidance is detailed below:

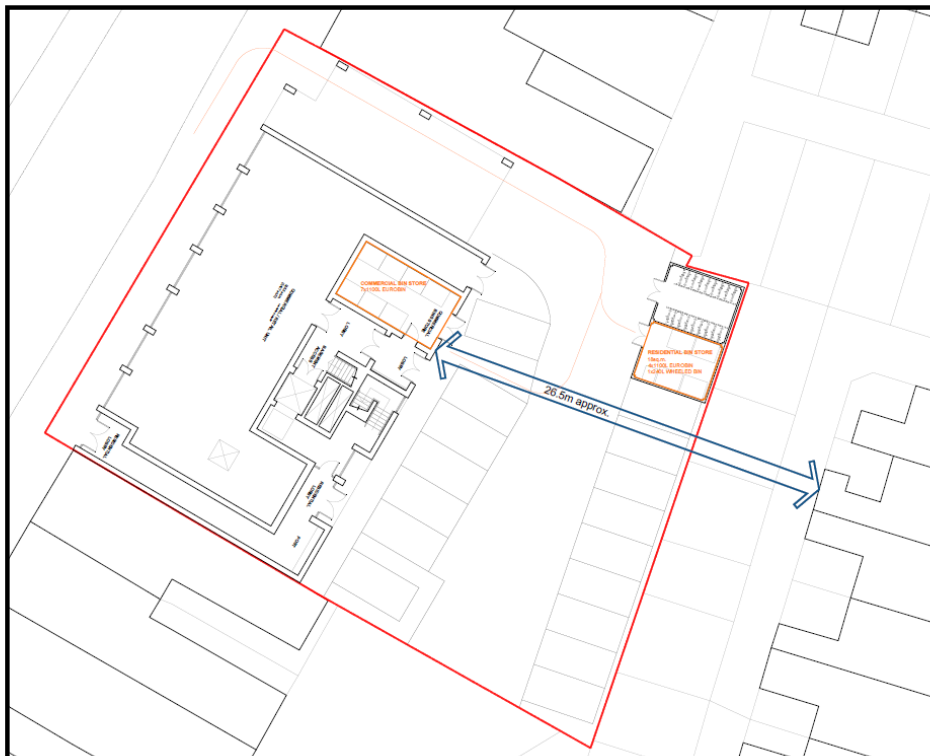
- Apartment 01 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 02 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 03 - 2 bed 61m² (Space Standard – 61m²)
- Apartment 04 - 2 bed 61m² (Space Standard – 61m²)
- Apartment 05 - 2 bed 64m² (Space Standard – 61m²)
- Apartment 06 - 2 bed 64m² (Space Standard – 61m²)
- Apartment 07 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 08 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 09 - 2 bed 61m² (Space Standard – 61m²)
- Apartment 10 - 2 bed 61m² (Space Standard – 61m²)
- Apartment 11 - 2 bed 64m² (Space Standard – 61m²)
- Apartment 12 - 2 bed 64m² (Space Standard – 61m²)
- Apartment 13 - 1 bed 50m² (Space Standard – 50m²)
- Apartment 14 - 2 bed 72.4m² (Space Standard – 70m²)
- Apartment 15 - 2 bed 70m² (Space Standard – 70m²)
- Apartment 16 - 2 bed 77.5m² (Space Standard – 70m²)

Given the above that the proposal complies with Manchester’s space standards.

Disabled Access – Access to the ground floor commercial premises would be obtained via a level access off Palatine Road. Level access to the proposed apartments is provided from Palatine Road and also from the residents’ parking area at the rear. Both lead to a lift which allows access to all of the apartments. In addition, two of the 15 parking spaces have been designated as disabled parking spaces. Given this and the fact that the development will be constructed to Part M of the Building Regulations the overall access provision is considered acceptable.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – The proposed accommodation is located approximately 26.5 to 29 metres away from the rear elevations of the nearest dwellings on Allanson Road (as indicated on the drawing below).



Privacy can be delivered in a variety of ways; the nature of this and what will be appropriate will depend on location and degree of enclosure and screening. Although there is no specific privacy standard, Manchester still relies, as a bench mark, on privacy distances adopted in the past. These distances also reflect those widely used across the country today. They recommend for “directly opposite” habitable windows, as in the case of the proposed rear elevation and the rear elevation of those properties on Allanson Road, a distance of 21 metres.

On the whole the proposal exceeds these longstanding recommended privacy distances and as such it is not considered that the development would lead to any undue loss of privacy resulting from overlooking, especially from the two rear

balcony areas. In addition, as the nearest habitable room window in the proposed development would be approximately 18 metres from the common boundary with the Allanson Road dwellings, it is not considered that the proposal would lead to excessive overlooking of the rear amenity areas.

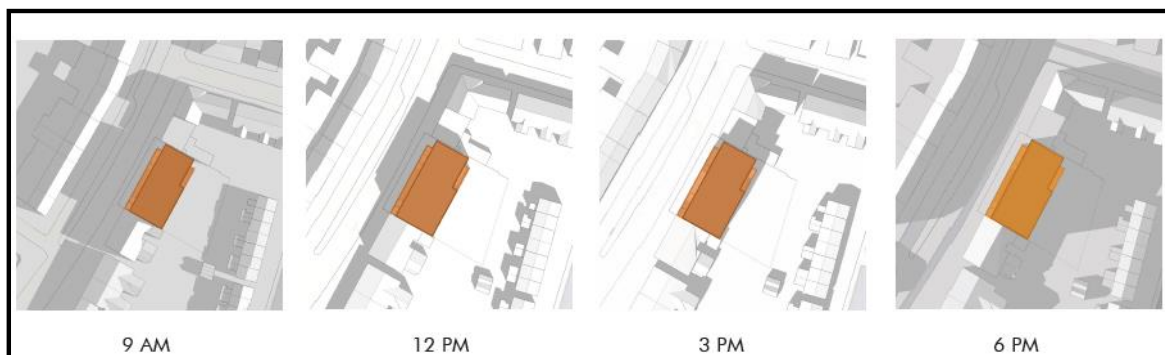
Noise – It is not considered that the proposal would be an inherently noise generating use. Any comings and goings associated with the proposed commercial element would be replacing those associated with the three separate uses that used to operate from the site. Notwithstanding this, it is considered prudent to attach a number of acoustic insulation conditions in order to protect not only the residential amenity enjoyed by the occupants of the nearby dwellings but also the future residents of the proposed accommodation. It should be noted that a condition would limit the opening hours of the commercial element to the following:

- Sundays to Thursdays – 8.00am to 11.30pm
- Fridays and Saturdays – 8.00am to midnight

A separate condition would require the external seating area to cease operation by 10.00pm.

Daylight/Overshadowing – Annual Probable Sunlight Hours (APSH) is a measure of sunlight that a given window may expect over a year period. North facing windows may receive sunlight on only a handful of occasions in a year, and windows facing eastwards or westwards will only receive sunlight for some of the day. Therefore, Building Research Establishment guidance states that only windows with an orientation within 90 degrees of south need be assessed. In this case as all of the window receptors in the rear elevations of the dwellings on Allanson Road face towards the west there is no need to undertake an APSH study. Notwithstanding the above, the applicant has run a series of computer simulations to show how much the proposed development would overshadow neighbouring dwellings. These simulations take place at 9.00am, 12 noon, 3.00pm and 6.00pm in January, April, July and October and demonstrate that given the orientation of the sun, the dwellings on Allanson Road would not be subjected to overshadowing to any great degree. As can be seen below, these simulations demonstrate that only the “6.00pm April” test show nos. 38 and 40 Allanson Road would be subject to some form of overshadowing.

The impact is considered to be acceptable in this instance.



Visual Amenity – Given the design, scale and massing of the proposed building it is not considered that the development have an unduly overbearing appearance and as a result would not have a detrimental impact upon the levels of visual amenity that are experienced in Northenden District Centre.

Car Parking – The City Council does not have a prescribed policy standard for residential schemes. Notwithstanding this, it is anticipated that all new developments should provide appropriate car parking facilities and new developments should improve access to jobs and services by being located on sites that reduce the need to travel and provide good access to sustainable transport provision.

This desire to links trips and minimise travel times by locating developments in sustainable locations would allow the ability to minimise car travel and take advantage and facilitate the use of sustainable forms of transport.

Originally the applicant proposed 16 car parking spaces at the rear of the premises. However, in order to add an additional disabled car parking space and introduce a number of trees to the rear of the development the number has been reduced to 15.

Given the sustainable nature of the site within a district centre, the number of apartments proposed and availability of local amenities and public transport, it is believed that the proposed car parking to flat ratio is acceptable and is consistent with similar developments found in the immediate area and in other district centre locations.

In conclusion, given the sustainable location of the site and the prevalence of public transport within its vicinity, a parking provision of 15 spaces, which includes two disabled parking spaces, for 16 apartments is considered acceptable in this instance.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Palatine Road. Highway Services have confirmed that the level of proposed development is acceptable and have raised no highway safety objections to the proposal.

Outside seating is proposed and this would be comparable with the outside offer already in existence on the site. This would not prejudice pedestrian safety in this location.

Servicing – The ground floor commercial use is to be serviced from Palatine Road, which would require the applicant to vary the Traffic Regulation Order that is currently in place in that location. In terms of refuse disposal, the bins would be sited on Palatine Road on the morning of collection and returned to their store once they have been emptied.

These arrangements are acceptable for this site.

Waste Storage – Environmental Health have confirmed that the submitted Waste Management Strategy is acceptable and have requested that it be conditioned to ensure future compliance with it.

The strategy states that for the commercial use the applicant would provide 7 x 1,100 litres Eurobins which would provide storage for general waste, food waste, pulpable and mixed recycling.

For the residential element, current guidance states that 0.43m² of space should be provided for each apartment, in this instance that would equate to a bin store with a floor area of 6.88m² of space. In this case the applicant has provided a bin store with a floor area of 18m² which provides the flexibility to house 4 x 1,100 litre Eurobins and a 240 litres wheelie bin to allow recycling of garden/food waste, glass, metal, plastics, paper/cardboard and general household waste. A food caddy would also be located in each of the apartments. To access the refuse storage area the residents would have to walk across the car parking area. The location can be seen on the site layout plan displayed earlier on in this report.

The commercial and residential bin stores are within easy reach of the rear access doors for each respective use, this is welcomed. Given the size of the refuse store and its accessibility, the waste storage and recycling facilities are considered acceptable for this scheme.

A local business did raise concerns about refuse collection being prevented by the proposal. As the access road to the side of no. 367 Palatine Road would remain refuse collections for the adjoining businesses would still be possible from Palatine Road.

Commercial Use – Given the amount of floorspace proposed (225.5m²) and the location of the site within a district centre, the proposed commercial use (Class A1 to A4 – retail, offices, restaurant or drinking establishment) would provide a facility that is appropriate in policy terms, whilst also providing a business opportunity that would complement the existing offer along the Northenden high street.

Energy Efficiency – 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. It is acknowledged that the usual preference is to convert existing buildings given the reduced carbon footprint associated with such conversions. However, it is recognised that these buildings have become dilapidated over time and that their replacement would be more energy efficient and that this outweighs their retention.

The energy efficiency rating of the proposed development will comply with Building Regulations Part L which is the equivalent of Code level 4 in the Code for Sustainable Homes. This approach is considered acceptable.

The proposal would include the following key points:

- Thermal performance of construction elements which exceeds Building Regulations in combination with renewable technologies to further reduce energy demand (i.e. photo voltaic roof panels) aspiring to achieve not less than 15% reduction in CO2 emissions compared with Building Regulations 2010;
- Internal water use within all dwellings to be reduced to 105 litres per person per day through the provision of water saving fittings;
- Waste minimisation principles adopted both during construction and in the lifespan of the development through provision of recycling/composting facilities.
- Use of materials in the construction process which have a low environmental impact as determined by the BRE's Green Guide;
- Maximising the use of recycled and sustainably sources building materials.
- As the parking spaces are not designated per flat, the provision of three vehicle charging points in the proposed car park.

To ensure that the findings of the applicant's sustainability report are incorporated into the proposal an appropriately worded condition is suggested.

Flooding and Drainage – The conditions requested by both United Utilities and the Flood Risk Management Team will be imposed in order to minimise flood risk and ensure adequate drainage.

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, and the anticipated car ownership levels, the overall significance of 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.

Trees – The applicant has revised the rear parking area in order to allow for the planting of four trees. In addition, the applicant has also stated his willingness to plant street trees in the vicinity of the site. Both are welcomed and would be the subject of a planning condition.

Ecology – Whilst it is not anticipated that bats have inhabited the premises, given the lack of a roof void as the upper floor has been used as an event space, the

comments of GMEU have been sought. Any observations would be reported at the committee.

Whilst there is little vegetation at the rear of the property a condition limiting the time when this can be cleared would be attached to protect nesting birds. Another condition requiring the installation of bird and/or bat boxes within the development is suggested.

Crime and Anti-Social Behaviour – As requested by Greater Manchester Police, a condition requiring that the proposed physical security specifications are incorporated into the development is suggested in this instance.

Conclusion

The proposal would allow for the development of a high quality building which would add to the vitality of the district centre and increase the range of accommodation and services within a highly sustainable location.

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

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

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

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner to resolve any problems arising in relation to dealing with the planning application.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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

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

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

- a) Drawing 18158(PL)102A, stamped as received on 20th December 2019
- b) Drawing 18158(PL)110F, stamped as received on 2nd March 2020
- c) Drawing 18158(PL)112A, stamped as received on 20th September 2019
- d) Drawing 18158(PL)119C, stamped as received on 20th September 2019
- e) Drawing 18158(PL)120D, stamped as received on 20th September 2019
- f) Drawing 18158(PL)121C, stamped as received on 20th September 2019
- g) Drawing 18158(PL)122D, stamped as received on 20th September 2019
- h) Drawing 18158(PL)123D, stamped as received on 20th September 2019
- i) Drawing 18158(PL)202, stamped as received on 12th November 2018
- j) Drawing 18158(PL)203, stamped as received on 12th November 2018
- k) Drawing 18158(PL)211, stamped as received on 12th November 2018
- l) Drawing 18158(PL)212B, stamped as received on 20th September 2019
- m) Drawing 18158(PL)253B, stamped as received on 20th September 2019
- n) Drawing 18158(PL)254B, stamped as received on 20th September 2019
- o) Drawing 18158(PL)255A, stamped as received on 20th September 2019
- p) Drawing 18158(PL)256A, stamped as received on 20th September 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) No above ground works 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) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

5) 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.

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 Policies EN8 and EN14 in the Manchester Core Strategy.

6) 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, Policies EN8 and EN14 in the Manchester Core Strategy.

7) Ground floor levels should be a minimum of whichever is the higher of 300millimetres (mm) above the general ground level of the site or 600mm above the estimated flood level of the River Mersey.

Reason – To promote sustainable development and to manage the risk of flooding. This condition is imposed in light of national policies within the NPPF and NPPG and Policies EN8 and EN14 in the Manchester Core Strategy.

8) 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 Manchester Core Strategy.

9) Prior to the occupation of the development hereby approved, a Contaminated Land Verification Report shall be submitted to the City Council as local planning authority.

Reason - To confirm that appropriate remedial action has been taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

10) The premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

11) 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.

12) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to Policy DM1 in the Manchester Core Strategy.

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

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

Reason - In the interests of the amenities of occupiers of nearby properties, pursuant to Policy DM1 in the Manchester Core Strategy.

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

- Sundays to Thursdays - 8.00am to 11.30pm
- Fridays and Saturdays - 8.00am to midnight

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.

15) The external seating area associated with the commercial element of the development hereby approved shall not be open outside of the following hours:-

8.00am to 10.00pm

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.

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

- Mondays to Saturdays - 7.30am to 8.00pm
- Sundays and Bank Holidays - no deliveries/waste collections

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to Policy DM1 in the Manchester Core Strategy.

17) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 20 December 2018 and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

18) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any order revoking and re-enacting that Order with or without modification) no part of any dwelling shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and in the interests of

residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1, H7,H8 and DM1 of the Manchester Core Strategy.

19) Above-ground construction works shall not commence until a hard and soft landscaping treatment scheme (including details of trees to be planted at the front and rear of the development) has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the 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 Manchester Core Strategy

20) Above grounds works shall not commence until details of biodiversity enhancements (bird boxes and/or bat bricks), including a timetable for their installation and maintenance regime, have been submitted to and been approved by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy

21) No removal of or works to any hedgerows, trees or shrubs shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Manchester Core Strategy.

22) Above-ground construction works shall not commence until the specification of the electric vehicle charging points, as shown on drawing number 18158 (PL) 110 REV F stamped as received on 2 March 2020, have been submitted to and been approved by the City Council as local planning authority. The approved electric vehicle charging points shall then be installed prior to the occupation of the residential accommodation and remain in-situ in perpetuity.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy

23) The development hereby approved shall be implemented in full accordance with the measures as set out within the Environmental Standards Statement stamped as received by the City Council as local planning authority on 20 December 2019. 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, including dated photographic documentary evidence of the implementation and completion of required works.

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

24) Above-ground construction works shall not commence until the design and specification of the roller shutters to be installed on the commercial premises have been submitted to and approved by the City Council as local planning authority. The approved roller shutters shall then be installed and thereafter maintained in accordance with the approved details.

Reason – In the interests of visual amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

25) The roller shutters to the commercial premises shall be open between the hours of 8.30am to 10.30pm Mondays to Saturdays and 9.30am to 10.30pm on Sundays and Bank Holidays

Reason – In the interests of visual amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

26) 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.

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: 121828/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

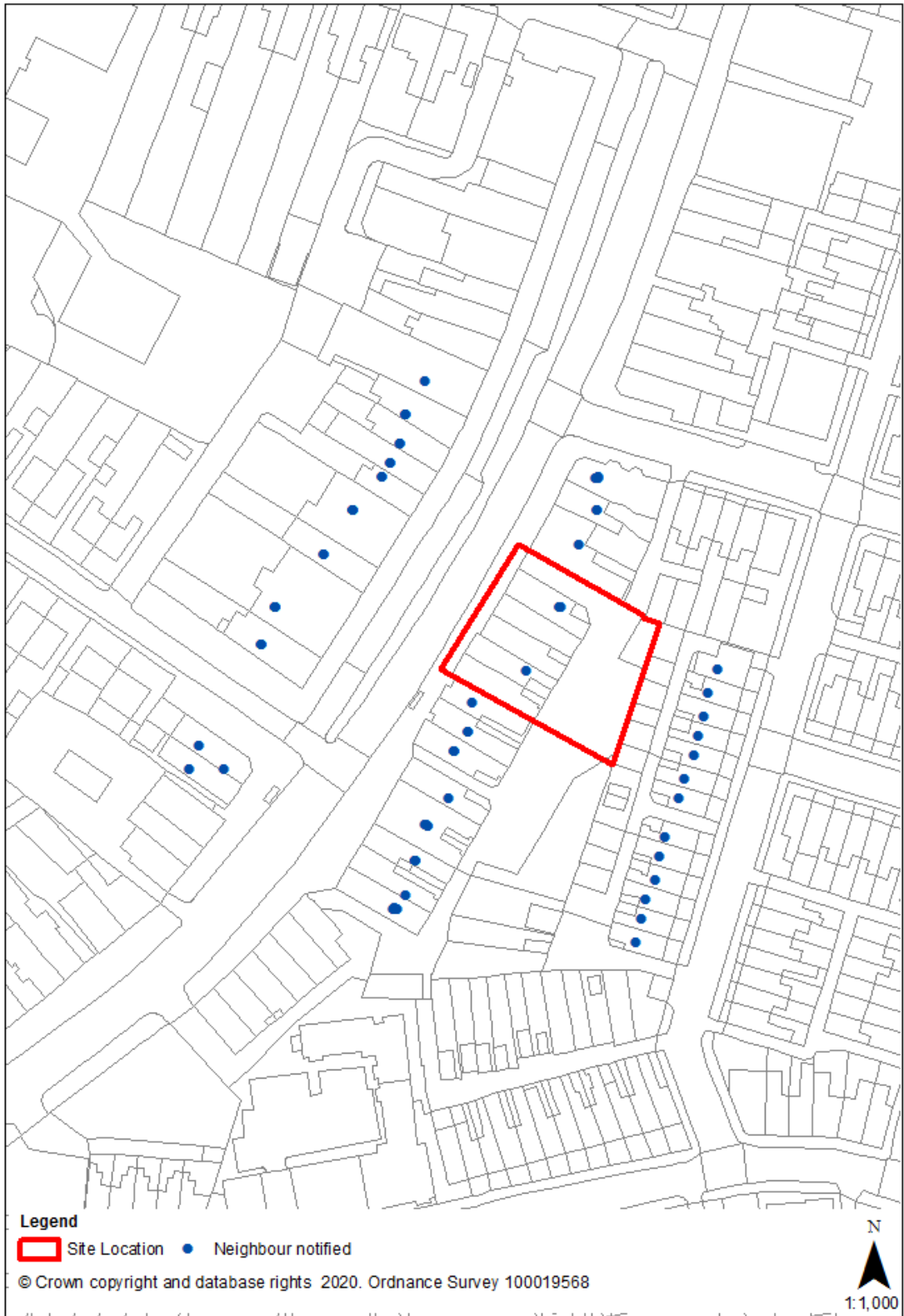
Greater Manchester Police
 United Utilities Water PLC
 Environment Agency
 Northenden Civic Society
 Northenden Neighbourhood Forum

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:

United Utilities Water PLC

Relevant Contact Officer : David Lawless
Telephone number : 0161 234 4543
Email : d.lawless@manchester.gov.uk



[Red Rectangle] Application site boundary [Blue Dot] Neighbour notification
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