

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
124888/FO/2019	19th Sep 2019	19th Dec 2019	Piccadilly Ward

**Proposal** Erection of a 6-9 storey residential building (Use Class C3) comprising 80 no. dwellings including 9 no. townhouses and 71 no. apartments with residents lounge, refuse, plant, new substation, cycle storage, an internal landscaped courtyard and improvements to the adjacent footways on Marshall Street, Chadderton Street, Addington Street and Cross Keys Street and other associated works following removal of existing car park

**Location** Land Bound By Addington Street, Marshall Street, Cross Keys Street And Chadderton Street , Manchester, M4 4RJ

**Applicant** Far East Consortium International Limited, C/o Agent,

**Agent** Mr Paul Nellist, Avison Young, Norfolk House, 7 Norfolk Street, Manchester , M2 1DW

### Description

This 0.12 hectares car park is bounded by Marshall Street, Cross Keys Street, Chadderton Street and Addington Street/Ring Road, and is rectangular in shape



*Application site*

There are a number of structures on the site including a small substation on the northern boundary, a small building/store located in the North West corner of the site and an advertisement board. The surrounding area is a mixture of residential and commercial developments together with temporary surface car parks.

The New Cross area is being transformed as part of the delivery of the New Cross Development Framework. It seeks to deliver a residential led redevelopment and regeneration of the area in order to provide new homes, in a sustainable location, to support the City's population growth.

Several developments have been completed or are near completion such as the Marriott Hotel, Stay City apart hotel and a residential scheme along Oldham Road. Other schemes have been granted planning permission or have recently commenced.

The area is highly sustainable. The Northern Quarter, Ancoats and NOMA are a short distance from the New Cross and provide access to a wide range of retail, amenities and services along with a vibrant evening economy. Victoria Station is a short walk from the site providing access to trains, trams and bus services.

## **Proposal**

The proposal comprises a 6-9 storey building to form 80 new homes, 71 of which will be apartments with 9 townhouses. The development would provide a range of new property types with 29% being one bedroom, 60% two bedroom and 11% three bedroom offering a range of choice and accommodation that will be attractive to families and smaller households.

The development would occupy the footprint of the site. Townhouses would activate the main street edges along with a residential lounge and main entrance off Addingham Street and Cross Key Street. Servicing, the entrance to the cycle and refuse stores and a substation will be provided off Marshall Street.



### *Ground floor layout*

The upper floors would be apartments. The top floor apartments have access to private roof terraces and an internal courtyard at the first floor which would be accessible to all residents.

The building would be red brick with metal work and highly decorative detailing and windows which would differentiate the townhouses, entrances and upper levels. This would complement the older brick buildings which remain in the area as well as the emerging brick character of more recent developments.



*View of the proposed development from the corner of Addington Street and Cross Keys Street*

The footways around the application site would be upgraded together with an offsite contribution for street trees to be planted within the New Cross area.

## **Consultations**

### **Local residents/public opinion**

The proposal has been advertised as a major development and of being of public interest together with affecting the setting of a conservation area and listed buildings. A site notice was displayed at the site and local residents and businesses were notified. No comments have been received.

### **Highway Services**

No objection subject to the provision of a robust travel plan, appropriate cycle storage and provision of disabled parking space on street. A construction management plan should be agreed.

### **Environmental Health**

The waste management strategy for the development is acceptable. Further details are required in respect of the acoustic insulation of the apartments together with details of any plant. Further details are required in respect of ground conditions remediation.

## **Flood Risk Management Team**

The drainage strategy should be agreed which maximise blue and green infrastructure. A verification report shall be submitted on completion of the works.

## **Greater Manchester Ecology Unit**

There are no ecology constraints at the site. Biodiversity improvements should be made which includes benefitting insect pollinators and birds.

## **Greater Manchester Archaeology Unit**

There are potential remains of early 19<sup>th</sup> to early 20<sup>th</sup> century buildings and further site investigations should be undertaken and secured by planning condition.

## **Design for Security at Greater Manchester Police**

The Crime Impact Statement submitted with the application should be implemented.

## **Environment Agency**

The site does not appear to have been the subject of past industrial activity and poses a low risk of pollution to controlled waters. Consideration should be given to the ground conditions and appropriate remediation proposals put in place.

## **Aerodrome Safeguarding**

There are no safeguarding objections to the proposal.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

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

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

## **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

**SO1. Spatial Principles** – This is a strategic site within the New Cross framework area along the inner ring road. The proposal would add high quality residential accommodation in the city centre within a high quality sustainable location.

**SO2. Economy** – High quality residential accommodation within the city centre, in a sustainable location such as this, would support the economic growth of the city. The development would support local employment during the construction phases.

**SO6. Environment** – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Roof gardens would have air quality, biodiversity and drainage benefits. The development is supported by a robust travel plan and 100% cycle provision and no on site car parking other than a disabled bay on street.

**Policy SP1 ‘Spatial Principles** – The proposal would have a positive impact on visual amenity and the character of New Cross. The design and appearance of the building would provide a high quality addition to the street scene and complement existing and recent developments in the area.

**Policy EC3 ‘The Regional Centre’, Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal** – The proposal would provide residential accommodation close to all forms of sustainable transport.

**Policy CC9 Design and Heritage** – The proposal provides a high quality building and fills a gap site on a strategic route.

**Policy CC10 A Place for Everyone** – The proposal would complement the ongoing regeneration of New Cross. It would be fully accessible with a parking space for disabled people provided on the surrounding road network. There will also be a review of parking demands in general once the development is occupied to ensure that those who need a car parking space are supported to find one.

**Policy T1 ‘Sustainable Transport’** - The site has access to a range of public transport modes.

**Policy T2 ‘Accessible areas of opportunity and needs’** - A transport assessment and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable forms of transport.

**Policy H1 ‘Overall Housing Provision’** – The proposal is a high density development on a previously developed site in a highly sustainable location. A range of accommodation would be provided on site and the larger apartments and

townhouses would be particularly attractive to families. High quality amenity spaces would be provided with a resident's lounge, a courtyard and private roof gardens with adequate cycle and waste management arrangements which would support on site recycling objectives.

**Policy H2 'Strategic Housing Location'** – The proposal would see a strategic site redeveloped in New Cross. It would add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics and sustainable drainage principles.

**Policy H3 'North Manchester'** – The proposal would provide high density accommodation with 71% two and three bedroom accommodation which would be available to families.

**Policy EN1 'Design principles and strategic character areas'** - This high quality scheme would enhance the regeneration of the area.

**Policy EN3 'Heritage'** - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

**EN4 'Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development'** –The proposal would have energy efficient fabric. It would have no car parking (with the exception of bays for disabled people) and a robust travel plan and cycle provision. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

**Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure'** - The building would be energy efficient and travel planning would promote sustainable travel patterns.

**Policy EN6 'Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies'** - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site to ensure sustainable energy is used.

**Policy EN9 'Green Infrastructure'** – The development would provide a contribution to offsite street trees in the New Cross area. There will also be biodiversity improvements at the site from the green infrastructure introduced on the roof gardens and courtyard areas.

**Policy EN14 'Flood Risk'**- A scheme to minimise surface water runoff would be agreed.

**Policy EN15, 'Biodiversity and Geological Conservation'** - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

**Policy EN16 'Air Quality'** The proposal would replace an existing car park and would not compromise air quality.

**Policy EN17 'Water Quality'** - The proposal includes water saving measures and would minimise surface water runoff.

**Policy EN18, 'Contaminated Land'** – The ground conditions at the site are not complex and can be adequately dealt with.

**EN19 'Waste'** – Recycling principles are incorporated in the waste management strategy.

**Policy DM1 'Development Management'** - Careful consideration has been given to the design, scale and layout of the building.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

**Saved Policy DC7 'New Housing Developments'** – The proposal represents a high quality accessible development.

**Saved policy DC26, Development and Noise** - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

**Saved policy DC19 'Listed Buildings'** - The proposal would not affect the setting of nearby listed buildings.

**Saved policy E3.3-** The proposal will provide a high quality building along Addington Street and would enhance the appearance of this main radial route.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

### **Other material policy considerations**

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

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



appropriate waste management measures and environmental sustainability.  
Sections of relevance are:

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

### **Manchester Residential Quality Guidance (2016)**

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

### **Manchester Green and Blue Infrastructure Strategy 2015**

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

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

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

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

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

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

### **New Cross Neighbourhood Development Framework (July 2015)**

The New Cross Development Framework was adopted by the City Council's Executive in July 2015. This document has been prepared to guide development in the New Cross area to ensure a quality of new development that will result in a safe, accessible, vibrant, distinctive and sustainable residential led neighbourhood where people want to live.

The framework in particular seeks to build upon New Cross's location adjacent to the City Centre, Northern Quarter and other key regeneration areas along with close proximity to sustainable transport hubs.

The application site falls within 'Zone A' where an illustrative masterplan has been prepared which demonstrates how the development principles identified within the neighbourhood framework could be delivered. Zone A is particularly identified as having a distinctive historic grid pattern, along with some key Listed Buildings, which help reinforce a sense of place and character to the area.

The framework states that 'Zone A' *"will accommodate a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice"*. Such residential developments should respond to the grid pattern for the area along with ensuring active frontages. There should also be amenity space provided as balconies and roof spaces. The document goes on to state that night time uses beyond 11pm will not be supported in order to reflect the residential neighbourhood feel to the area.

In terms of parameters, the application site is anticipated to accommodate a building predominately between 4-7 storeys offering low density accommodation of 200-400 units per hectare.

### **New Cross NDF Update (2016)**

This document seeks to provide more detailed masterplanning works in relation to Zones B and C of the Framework area. The principles in the 2015 document are therefore the most relevant to the consideration of this planning application.

### **New Cross Public Realm Strategy (November 2017)**

The New Cross Public Realm Strategy was adopted by the City Council's Executive Committee in November 2017 in order to have a coordinated approach to public realm delivery and provide a series of mechanism by which the strategy will be realised including developer contributions. The overarching intention is to support to provision of appropriate public realm and neighbourhood infrastructure that will link New Cross with the wider area, particularly the City Centre.

The document is a material consideration in the planning decision making process and should be given weight in the determination of planning application as an expression of up to date thinking in respect of public realm improvements in the New Cross area.

### **City Centre Strategic Plan 2015-2018 (March 2016)**

On the 2 March 2016 the City Council's Executive approved the City Centre Strategic Plan which seeks to provide an up-to-date vision for the City Centre within the current economic and strategic context along with outlining the key priorities for the next few years for each City Centre neighbourhood. This document seeks to align itself with the Manchester Strategy (January 2016) along with the Greater Manchester Strategy. Overall the City Centre plan seeks to "*shape the activity that will ensure that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England*".

It should also be noted that the strategic plan approved by the Executive also endorsed an extended boundary of the City Centre upon which the strategic plan is based. This extended boundary includes the application site and the wider New Islington and Ancoats neighbourhoods.

One of the key priorities for the Northern Quarter is to "*explore options to develop connections to Ancoats/New Islington and New Cross, spreading the creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas*".

### **Manchester Strategy (January 2016)**

The strategy sets the long term vision for Manchester's future and how this will be achieved. An important aspect of this strategy is the City Centre and how it will be a key driver of economic growth and a major employment centre. Furthermore, increasing the centre for residential is fundamental along with creating a major visitor destination.

### **National Planning Policy Framework (2019)**

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development*'. The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*' (paragraph 7).

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

Section 5 '*Delivering a sufficient supply of new homes*' states that a *sufficient amount and variety of land should come forward where it is needed, that the needs*

*of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

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

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

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

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

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise

inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

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

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

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

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

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

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

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

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

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

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

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

### **Planning Policy Guidance (PPG)**

The relevant sections of the PPG are as follows:

*Air Quality* provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

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

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

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

*Design* states that where appropriate the following should be considered:

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

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



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

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

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

### **Other legislative requirements**

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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

### **Smithfield Conservation Area Declaration**

Historically, the predominant building type was food markets. Few of these are still standing, and those that are have been converted to other uses. Principal amongst them is the retail fish market, which is now the craft village. This building, significant among indoor markets, was an extension to the original retail fish market constructed during the 1890s.

The Smithfield Market Hall on Swan Street is a two-storey stone building dated 1858. The detail around the main entrances takes its inspiration from the architecture of classical Greece, and each principal semi-circular arch has a bull's head carving on the central large key block. Originally a meat market, it soon became a vegetable market, and in recent years has been a training workshop for the Greater Manchester Youth Association.

No. 29 Swan Street is a Ruskinian Gothic-style building in orange-red brick with stone dressings. It has coloured bricks in the arches over the windows, with projecting stone hood-moulds, and also an overhanging oriel window at first floor level. Some of the stonework is richly carved in a leaf pattern, which forms both horizontal cornice banding and decorating near the windows.

### **Ancoats Conservation Area declaration**

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

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

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character. The Victoria Square housing and St Peter's Church represent some of these other key buildings. These buildings have a different style of architecture than the mill buildings in form, scale and appearance. It is considered that these Listed Buildings, along with other older non listed buildings, provide a rich, often contrasting, mix of architectural styles alongside the dominant mill buildings.

### **Environmental Impact Assessment**

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017. However, the development is below the threshold of 150 dwellinghouses.

The City Council, as Local Planning Authority, has, however, adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and therefore an Environmental Statement is not required.

## **Issues**

### **Principle of the redevelopment of the site and contribution to regeneration**

Regeneration is an important planning consideration. The City Centre is the primary economic driver of the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City moves into its next phase of economic growth, further housing must be provided to support and complement it.

The site is the City Centre and Regional Centre for planning and regeneration purposes. New Cross has been identified as an area where high density residential growth can be accommodated and has become a major focal point for regeneration over recent years. Numerous planning permissions have been granted and are under construction which will create an attractive residential area.

80 new homes are proposed together with ancillary spaces for residents. The proposal would increase footfall and activity and complement the creation of a new neighbourhood. 71% of the homes have two and three bedrooms which would be suitable for and attractive to families. The sizes would be consistent with the City's adopted space standards.

Manchester is the fastest growing city in the UK, having increased its population by 19% since 2001, with the city centre increasing its population from a few thousand in the late 1990s to circa 24,000 by 2011. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required per each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population would be critical to maintaining continued growth and success.

The proposal would provide 80 homes towards the target of 2,500 new homes per annum set out in the 2016 Housing Strategy for Manchester. The high density proposal would use the site efficiently and help to meet the City's housing and employment needs.

This development would create jobs and support the needs of a skilled workforce. The provision of homes close to the employment would reduce commuter distance and help to create a low carbon city. The development would lead to the creation of construction jobs. A local labour agreement will be agreed with the applicant. The residents would generate tax income and support jobs and local businesses.

The new homes would be consistent with growth priorities and as part of meeting the objectives of policies H1 and H3 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected brownfield site.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration

initiatives. The proposal is therefore considered to be consistent with the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

## **Affordable Housing**

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 80 new homes for open market sale. The delivery of new homes and the regeneration of the New Cross area is a priority for the Council. The proposal would develop a brownfield site, that currently makes little contribution to the area, and create active street frontages and new public realm. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. All these matters have an impact on the scheme's overall viability.

A viability report, which has been made publicly available through the Council's public access system, has been submitted for consideration. This has been independently assessed on behalf of the Council. This has concluded that a £220,000 commuted sum for offsite affordable housing in the City is viable, which equates to 2% of the requirement outlined in policy H8.

A benchmark land value of £1,200,000 is within the expected range based on comparable evidence. The Gross Development Value would be £24,143,600 which would give a profit of 17%.

On this basis, the scheme could not support a contribution greater than 2%. This would ensure that the scheme is viable and can be delivered to the quality proposed. The contribution would be secured via a legal agreement. The applicant has a partnership arrangement with the City Council which includes a mechanism to review all the affordable housing contributions across the applicant's portfolio of sites in the City. Should there be an uplift in market conditions then a further contribution to offsite affordable housing would be secured in the future.

## **Impact of the historic environment and cultural heritage**

The site is not in a conservation area and there are no listed building at the site. The nearest conservation areas are the Smithfield Conservation Area directly east (108 metres) and the Ancoats Conservation Area is directly west (93 metres).

New Cross does have some social and historic significance. It has experienced cycles of growth and decline. In the 18<sup>th</sup> Century it was a dense industrial area but its decline 100 years later left it underused and largely derelict. Following mass clearance, commercial development occurred from the mid-1950s. The important historic elements are its street pattern and building lines, the remnants of the historic building grain, the dynamic and varied skyline incorporating tall historic towers and chimneys (particularly the Goulden Street police/fire station) and individual and distinct buildings with large footprints.

The following listed buildings are also located near to the application site:

- the former police and ambulance station (Grade II);
- No 8 Cable Street (Grade II);
- Former Midland Bank (Grade II);
- Crown and Kettle Public House (Grade II);
- Victoria Square (Grade II)'
- 29 Swan Street (Grade II);
- Smithfield Market 39 to 47 Swan Street (Grade II);
- Express Building (Grade II\*);
- New Century House (Grade II);
- CIS building (Grade II)
- Redfern Building (Grade II);
- Holyoake House (Grade II); and
- Manchester Cathedral (Grade I).

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' is paid when taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated. The main listed and heritage assets affected by the proposal are the former police and ambulance station (Grade II), No 8 Cable Street, former Midland Bank (Grade II), Crown and Kettle Public House (Grade II) and Victoria Square (Grade II).

The heritage statement concludes that in most cases, the impact would cause a low level of harm and in some instance it would be minor beneficial.

The key views which were assessed were as follows:

- View 1: Looking from New Cross Junction towards Addington Street
- View 2: Looking from the junction of Cable Street towards the Site on Addington Street
- View 3: Oldham Road/Ancoats Conservation Area Boundary towards Addington Street Site
- View 4: from Cross Keys/Goulden Street junction looking towards Addington Street Site

### **View one**

This view is from Oldham Road with the listed former Midland Bank and Crown and Kettle public house in view. The view is fragmented and dominated by Oldham Road and the road infrastructure at this busy junction. No 8 Cable Street is also in view but the backdrop is dominated by more modern buildings and light industrial premises. The chimney stack of the former fire and ambulance station is visible in the distance. Despite the number of listed buildings in this view, the setting has been significantly altered as a result of more modern developments and infrastructure.

The impact of the proposal on this view would be negligible. The building would be visible but partially obscured by No 8 Cable Street. The building would be seen in the same context as the new residential development on Oldham Road and would have similar proportions. The chimney of the former fire station would remain visible between the two new developments.

The setting of the Crown and Kettle public house and the former Midland Bank would remain evident on the junction.

### **View two**

The view is from the corner of Cable Street and Addington Street looking in a north easterly direction towards Addington Street and is dominated by an advertisement hoarding. To the left of the view is a more modern building whilst to the right is the former fire and police station. The chimney stack of the listed building is highly visible because of the number of cleared sites within the areas with the historical setting of the chimney being largely obscured.

The view of the listed former fire and police station is lost. However, the impact is considered to be low given that this view has only been opened up as a result of 20<sup>th</sup> century site clearance. The proposal would reinstate a degree of coherence in the street scene with a building which is complementary to the surrounding older warehouse buildings.

### **View three**

The view is from Oldham Road looking westwards towards the application from Victoria Square. The Chinese pagoda structure is to the west which marks the more modern buildings at the Chinese supermarket. The Ancoats Conservation Area is to the left of the view along with the heavy traffic along Oldham Road. The CIS tower (grade II) can be seen in the far distance.

There would be a limited view of the development in this view due to the new development being constructed along Oldham Road. The Conservation Area and its listed buildings could still be appreciated.

#### **View four**

This view is looking in a south easterly direction towards the site from the junction of Cross Keys Street and Goulden Street. It is dominated by late 20<sup>th</sup> century developments, surface car parks and industrial buildings. The principle elevations of No 8 Cable Street can be seen but its setting is compromised by the condition of the site as a car park. 21<sup>st</sup> Century developments can be seen in the backdrop.

The proposal would remove a vacant and poor quality site from view and reinstate the historic street pattern. The building would correspond with the scale of other buildings in the area and provide setting to other listed buildings across the area.

#### **Impact Assessment**

The proposal would result in low level of harm to the setting of the nearby listed buildings and conservation area. There are also some instances of benefits to the historic environment.

This low level adverse impact primarily arises from the alteration to the setting of the nearby listed buildings with a building of scale. These impacts are considered to result in less than substantial harm. In these circumstances, it is necessary to assess whether the development suitably conserves the significance of the heritage assets, with greater weight being attached with the greater significance of the asset (paragraph 193 NPPF). Any harm should be outweighed by the public benefits that would be delivered, including whether it would secure the optimum viable use in accordance with the guidance provided in paragraph 196 of the NPPF.

The proposal would regenerate a key site within New Cross. The current condition of the site, as a surface level car park, has a negative impact on the area. The New Cross NDF assumes that the site would be redeveloped as part of its regeneration.

This proposal would deliver a viable and active use in a high quality building near to the heart of the City Centre. 80 new homes would be provided, many of which would be suitable for families. At 9-6 storeys, the buildings would respond to the gradual lowering of buildings within the central area of New Cross. The approach to design, scale, massing and materials used would respond positively to the context. The development would re-instate the historic street pattern which has been lost when clearance works took place. As such, many of the views of nearby listed building would historically not be as evident as they are today. The scale is considered proportionate to the site and does not dominate or significantly alter views of the setting of listed buildings or conservation areas.

This low level of harm must be balanced against the opportunity that the redevelopment of the site presents. In overall terms, views of the site would improve as a result of the proposal.

Mitigation and public benefits are derived from the quality of the architecture, the regeneration benefits which would come from delivering 80 new energy efficient homes in a highly sustainable location, the creation of jobs during construction and the improvements to the local context.

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.

### **Impact on Archaeology**

An archaeological assessment notes that archaeology may exist and that the existing building on site have some local significance. GMAAS consider that it would be appropriate to undertake a programme of works on any remains and ground excavations to record the archaeology. Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed to this affect to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

### **Layout, scale, external appearance and visual amenity**

The development would be a rectangular block resulting in active frontages to Addington Street, Cross Key Street, Chadderton Street and Marshall Street. The townhouses together with the main entrance and residents lounge would all have a direct access off these surrounding streets. The layout of the development reinforces and responds positively to street grid which remains evident in New Cross.

The highest part of the building is at the junction of Addington Street and Cross Key Street. The building is 9 storeys at this point and gradually steps down to 6 storeys to Chadderton Street.





Addington Street elevation

### *Change in height of the building along Addington Street*

The NDF provides details of how this block should respond to its position and the 'tilted bowl' effect of height and density changes within the area. The consents which have already been granted area have responded to the frameworks desire to have taller building on the edge of the area reducing in scale towards the centre.

The Swan Hose planning permission has a part 31, part 13, part 5 storey building on the junction of Rochdale Road and Swan Street. The Marriott and Stay City hotels, at 9/8 storeys, allow for a transition in scale from this tall building.

This development would reinforce this principle of the framework further with a lower building. The height and massing would reduce as a result of the stepping down of the building height from 9 and 6 storeys.

The framework does envisage a building of 4-7 storeys. This document is, however, a guide for developments and this proposal would be consistent with the principles of the framework and the context of how other buildings have responded to the requirement for a transition in scale across the framework area.

Its appearance would reinforce the materiality, geometry and traditional detailing which is found in New Cross and older parts of the City Centre such as Ancoats. The building would be constructed of a red brick with a rich tone and texture. The building would also contain large apertures, regular repeating bays on the façade and brick detailing around openings and entrances.

The main entrance off Addington Street is highlighted through a double height entrance space wrapped in curtain walling with red oxide metal framing. The

entrance is given further definition through a layered brick work surround. The large glazed frontages provide views to interior spaces.

Townhouses are provided to all the street frontages with their own entrances and defensible space. Red oxide metal railings, complementary window frames and ribbed brick work provides texture and differentiates the townhouses from the upper floor apartments above.



*Main entrance to Addington Street and typical townhouse entrance*

The service doors and louvres to Marshall Street are also to be finished in red oxide metal which ensures common materiality throughout the development.

The upper levels of the façade would be finished in the red brick. Deep brick window reveals would sit alongside profiled metal panels and create a common language that unifies the four facades of the building. Window frames, sills and copings are to be in the red oxide metal work.



### *Detailing around the windows*

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture. The scale of the building is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

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

The building would occupy the footprint of the site with active frontages from the main building entrance and individual townhouse activating the street edge.

The footways around the site would be upgraded to ensure that they are suitable and safe for pedestrians. The footways are not wide enough to provide street trees therefore monies would be secured by a legal agreement to ensure that they are planted elsewhere within New Cross.

All residents of the building would have access to a first floor resident's courtyard which provides communal amenities and private terraces for adjoining townhouses. A central spine of planting, hard landscaping and seating/raised planters would form the main features of the space. A feature tree would be a focal point within the courtyard. The materiality of the space would reflect that of the building.



*Landscaping details including footway improvements, central courtyard and roof terraces*

Private roof terraces would be provided to the top floor apartments. Planted parapets would define individual terraces and help soften the buildings aesthetic. The stepped nature of the buildings upper floors help to open up views from the building and increase the amount of planting.



*Image of the private roof terraces*

## **Impact on Ecology**

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Greater Manchester Ecology Unit concur with the findings. The landscaped roof garden and off street trees would enhance green infrastructure and biodiversity, and include plant species which, where possible will benefit and attract wildlife, at the site and in the area in line with policy EN9 of the Core Strategy.

## **Effects on the Local Environment/ Amenity**

### (a) Sunlight, daylight, overshadowing and overlooking

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

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The properties which were assessed are as follows:

- Stay City apart hotel (currently under construction) (located immediately north west of the application site);
- 8 Cable Street (located immediately to the south east of the application site); and
- New Cross residential development (currently under construction) (located immediately to the west of the application site).



### *Relationship of the proposed development to surrounding buildings*

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

A summary of the impacts is detailed below:

#### **Stay City apart hotel (currently under construction)**

There were 56 windows assessed of which 55 (98%) met the BRE targets for daylight. The window that does not meet the target is a bedroom on the first floor. The corresponding living kitchen diner to this apartment would meet the targets. As bedrooms have a lesser requirement to daylight, together with the compliance of the main living accommodation, the impact on this window is considered to not be unduly harmful. All rooms will meet the NSL daylight requirements.

For sunlight, when assessed against the APSH targets, all of the rooms assessed show full compliance with the guidelines.

#### **8 Cable Street (planning permission for residential conversion)**

There are two windows on the ground floor serving a living kitchen diner that would be reduced by 24% and 21% against the 20% daylight reduction target. This is not considered to be noticeable. One room would also fall short of the NSL daylight

target, with a minor reduction of 21%, against the 20% BRE reduction target. Given this minor loss to one room, it is not considered that the amenity of this residential accommodation would be unduly harmful to the amenity of the property.

For sunlight, when assess against the APSH targets, all of the rooms assessed show full compliance with the guidelines.

### **New Cross residential development (currently under construction)**

All of the window and rooms relevant for assessment show full compliance to VSC and NSL daylight targets.

For sunlight, when assess against the APSH targets, all of the rooms assessed show full compliance with the guidelines.

#### **(b) TV reception**

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services but should any arise it could be mitigated through antenna upgrade or realignment of the transmitter.

A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

#### **(c) Air Quality**

The site is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of vehicular emissions. An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions. This would be minimised through good practice which should remain in place for the duration of the works and should be a condition.

There would be no onsite parking with residents taking advantage of the highly sustainable location and access to public transport. An 80 space secure cycle store would be created on site. There will be two disabled spaces created on site in order to support those residents who require a space near to the building. It is not considered that the provision of these two spaces would be detrimental to local air quality conditions.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants. Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

## **Noise and vibration**

A noise assessment identifies the main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments would be from traffic on the surrounding roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable.

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

## **Waste management**

Each apartment would have separate storage areas for refuse, recyclable and compostable materials. The waste would be taken to the designated waste stores.

The main refuse store would be on the ground floor with an entrance off Marshall Street and from within the internal courtyard. A platform lift would allow access for the residents of the apartment to take their waste to this area. The townhouses can access the refuse store externally from Marshall Street. There will also be the option available for six of the townhouses to access the refuse store from the internal courtyard. The refuse will be removed from the store to a collection area along Marshall Street.

The waste stores would meet Council standards. There would be a 66 sqm capacity refuse store with 1100 litre Eurobins provided for general waste, pulpable and comingled materials which will be collected on alternative weeks.

## **Accessibility**

All main entrances would have level access. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be parking space for disabled people with the provision of two on street car parking spaces being created by the applicant along with the existing on street provision.

## **Flood Risk/surface drainage**



The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exasperate local flooding problems.

A drainage statement has been considered by the Council's flood risk management team and consideration should be given to how the drainage systems would prevent surface water run off along with an examination of the introduction of sustainable urban drainage principles and their future management. In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

### **Impact on the highway network/car/cycle parking and servicing**

A transport statement notes that all sustainable transport modes are nearby with Victoria train station and Shudehill Metrolink station within 10-minute walk. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There would be no on site car parking given the proximity of public transport. There would be two disabled parking bay created on Chadderton Street to meet the needs of residents who need a car parking space close to the site. There are currently 4 existing disabled bays on Chadderton Street together with others located in the New Cross area. These existing spaces will also be available for the residents of this development.

There would be 80 cycle spaces in a dedicated secure cycle store accessed off Marshall Street. A robust travel plan would support the ongoing travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one.

A loading bay would be provided on Marshall Street dedicated to the servicing of the development.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

### **Designing out crime**

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

### **Ground conditions**

A ground conditions report provides notes that further gas monitoring is required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

### **Climate change, sustainability and energy efficiency**

The proposal would be a low carbon building in a highly sustainable location with excellent access to public transport for residents and visitors.

Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

There would be no on site car parking, with the exception of one new disabled bay created on Chadderton Street. This would limit the level of vehicle emissions ensuring the building does not contribute to local air quality conditions.

A robust travel plan would encourage residents to take advantage of the excellent public transport in the area which would ensure vehicle trips are low. There will be a secure cycle store for residents which will contain 80 cycle spaces.

The building fabric would be highly efficient with energy saving measures incorporated into the design. Approximately 64 (250 watt) photovoltaic panels would be installed to the flat roof areas of the building. Along with other measures such as LED lighting and highly efficient water heaters and boilers, this would achieve a site wide reduction in CO<sub>2</sub> over Part L (2013) of the Building Regulations of 8.5%.

This reduction is in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO<sub>2</sub> on Part L (2010) Building Regulations. The change in Building Regulations requirements between 2010 and 2013 together with the 8.5% reduction in CO<sub>2</sub> of the proposed building over the 2013 regulations, means the building is compliant and achieves the 15% reduction in overall CO<sub>2</sub>. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

In addition, a green and blue roof is to be incorporated to the roof terraces which would minimise the size of the attenuation tank and level of surface water going into the local sewer network.

There would also be the provision of new green infrastructure in the form of new landscaping to the roof terraces and internal courtyard together with an off-site contribution to plant street trees within the New Cross area.

### **Legal Agreement**

The proposal would be subject to a legal agreement under section 106 of the Planning Act to secure money for the provision of offsite affordable housing in the City as explained in the paragraph with heading "Affordable housing".

In addition, in the interest of securing environmental improvements in the New Cross area, monies will also be secured for the provision street trees and other public realm improvements in the New Cross area.

## **Conclusion**

The proposal would have a positive impact on the regeneration of this part of the City Centre and would contribute to the supply of high quality housing. Active frontages and high quality façades would make a positive contribution to the city scape. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a modest impacts on the setting of adjacent listed buildings and non-designated heritage assets. These are low level impacts that are outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

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

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

**Recommendation**      **MINDED TO APPROVE subject to the signing of a section 106 agreement in respect of offsite affordable housing and public realm improvements in the New Cross area.**

## **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and

appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Reason for recommendation**

### **Conditions to be attached to the decision**

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

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

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

### Drawings

ADST-HBA-SW-00-DR-A-08-0000 P1, ADST-HBA-SW-00-DR-A-08-0001 P1, ADST-HBA-00-00-DR-A-08-0100 P1, ADST-HBA-00-01-DR-A-08-0101 P1, ADST-HBA-00-01-DR-A-08-0102 P1, ADST-HBA-00-01-DR-A-08-0103 P1, ADST-HBA-00-01-DR-A-08-0104 P1, ADST-HBA-00-01-DR-A-08-0105 P1, ADST-HBA-00-01-DR-A-08-0106 P1, ADST-HBA-00-01-DR-A-08-0107 P1, ADST-HBA-00-01-DR-A-08-0108 P1, ADST-HBA-00-01-DR-A-08-0109 P1, ADST-HBA-00-ZZ-DR-A-08-0200 P1, ADST-HBA-00-ZZ-DR-A-08-0201 P1, ADST-HBA-00-ZZ-DR-A-08-0203 P1, ADST-HBA-00-ZZ-DR-A-08-0300 P1, ADST-HBA-00-ZZ-DR-A-08-0301 P1, ADST-HBA-00-ZZ-DR-A-08-0500 P1 and ADST-HBA-00-ZZ-DR-A-08-0501 P1 stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019

Drawing ADST-HBA-00-ZZ-DR-A-08\_0505 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 16 October 2019

Drawing ADST-HBA-00-ZZ-DR-A-08-0109 Rev P1 stamped as received by the City Council, as Local Planning Authority, on the 8 November 2019

Drainage drawings 0001-P01, 0002-P01, 0003-P01, 0004-P01 and 0005-P01 and GA-0001 P05 stamped as received by the City Council, as Local Planning Authority, on the 8 November 2019

### Supporting information

Design and access statement prepared by Hawkins Brown, Air Quality Assessment prepared by Redmore Environmental, Archaeology desk based assessment prepared by Orion, Archaeological watching brief prepared by Archaeology England, Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police, Daylight and Sunlight report prepared by GIA, Environmental Standards statement prepared by Watt, Planning Statement prepared by Avison

Young, Tall Building Statement prepared by Avison Young, TV and radio assessment prepared by GTech surveys limited, Ecology report prepared by Middlemarch Environmental, Heritage assessment prepared by Stephen Levrant, Transport Statement and travel plan prepared by Civil Engineers, Flood risk and drainage assessment and preliminary environment risk assessment prepared by Ground Tech consulting stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019

Email from Paull Nellist dated 8 November 2019

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

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

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

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

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

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

4) Notwithstanding the detailed flood risk statement stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019 and drawings 0001-P01, 0002-P01, 0003-P01, 0004-P01 and 0005-P01 and GA-0001 P05 stamped as received by the City Council, as Local Planning Authority, on the 8 November 2019, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- investigating the opportunity to maximise the use blue-green roof attenuation and reduce size of the proposed underground tank;
- Details of surface water attenuation that offers a reduction in surface water runoff to 5l/s; Hydraulic calculation of the proposed drainage system to provide 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;

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

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

5) Notwithstanding the preliminary risk assessment prepared by by Ground Tech consulting stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals;
- Submission of an updated final risk assessment;
- Submission of a remediation strategy (if required).

Once approved, the development shall then be carried out in accordance with the approved details.

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

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

Reason - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

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

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

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

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

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

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

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

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

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

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

For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

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

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

10) (a) Prior to the first occupation of this development, details of hard and soft landscaping treatments (including appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.



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

11) The development hereby approved shall be carried out in accordance with the Environmental Standards statement stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

12) Notwithstanding the noise and vibration report stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019, (a) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L<sub>aeq</sub>) below the typical background (L<sub>a90</sub>) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

13) Notwithstanding the environmental noise assessment prepared by Cundall stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019 and the email from Paul Nellist dated 8 November 2019, (a) prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from Addington Street and local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first use of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

14) The development hereby approved shall be carried out in accordance with site waste management strategy and drawing ADST-HBA-00-00-DR-A-08-0100 P1 stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019. The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

15) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

16) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall

thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

17) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

18) The development shall be carried out in accordance with the interim travel plan prepared by Civic engineers stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019.

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

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

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

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

19) Prior to the first occupation of the development, the provision of 80 cycle spaces, as indicated on ADST-HBA-00-00-DR-A-08-0100 P1 stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019 shall be

implemented prior to the first occupation of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

Reason – To ensure there is sufficient cycle stand provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

20) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site;
- Creation of the two disabled car parking spaces on the surrounding road network.

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

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

21) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 19 September 2019, within one month of the practical completion of each phase 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 a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

22) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and

Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) 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 - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

24) Prior to the first occupation development a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

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

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

26) All windows at ground level, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

27) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

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

28) Within 6 months of the residential element of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason - To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

29) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to polices SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

### Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

## **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: 124888/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

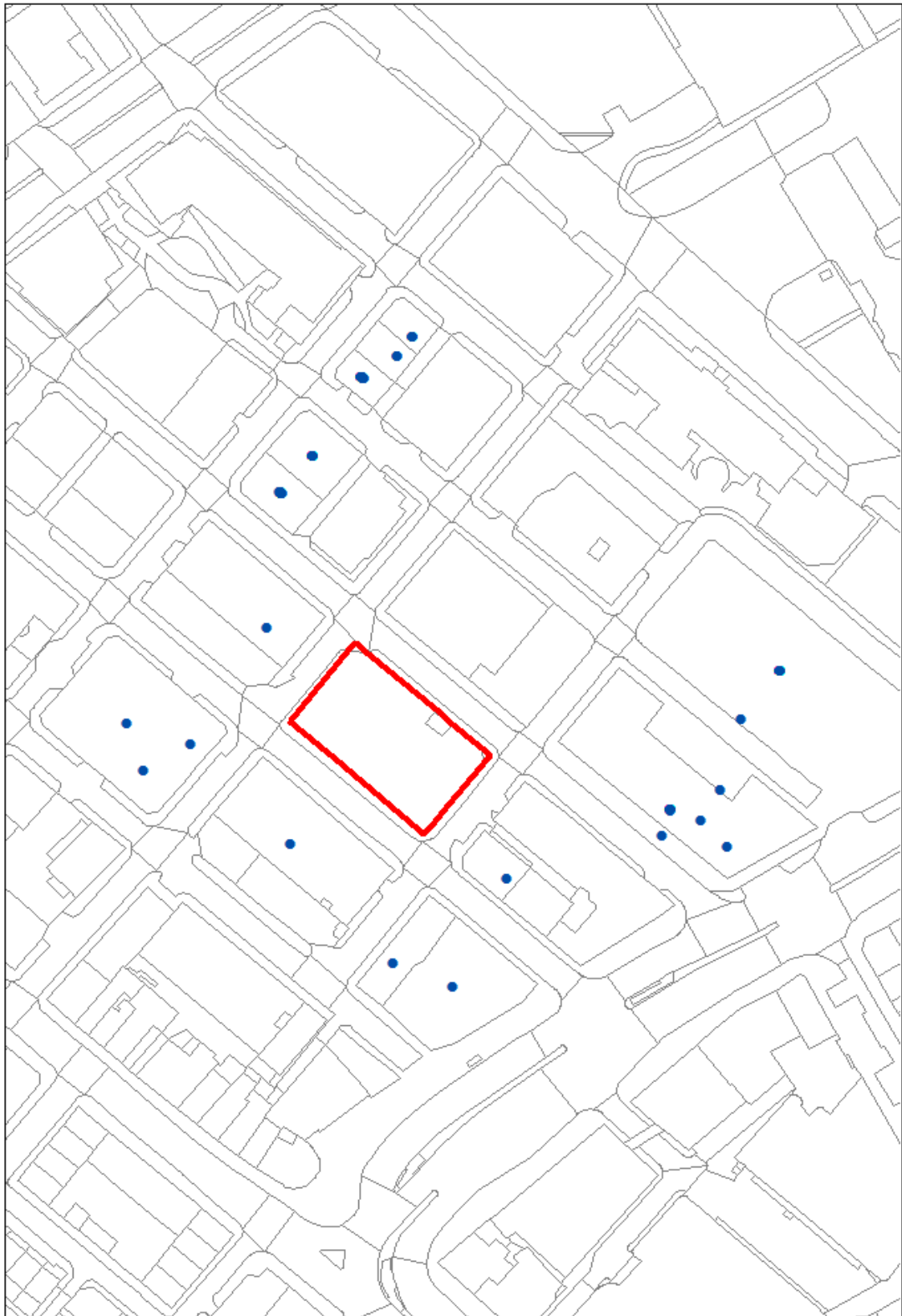
**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Strategic Development Team  
Work & Skills Team  
Greater Manchester Police  
United Utilities Water PLC  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Manchester Airport Safeguarding Officer**

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

**Representations were received from the following third parties:**

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



 Application site boundary  Neighbour notification  
© Crown copyright and database rights 2019. Ordnance Survey 100019568