

Application Number	Date of Appln	Ward
126261/FO/2020	18th Feb 2020	Ancoats & Beswick Ward

Proposal Erection of an 11-storey building to form 62 residential apartments (Use Class C3a) units with associated landscaping, servicing, access, and parking.

Location Land At The Corner Of Pollard Street And Munday Street, Manchester, M4 7AN

Applicant Fairbriar Hatbox Limited, C/o Agent,

Agent Ms Nikki Sills, Zerum, 4 Jordan Street, Manchester, M15 4PY

Key Date Any further comments on this application to be received no later than 10.00am on 26 May 2020.

Description

This 0.09 hectares vacant site is bounded by tram lines, Pollard Street and Munday Street and is triangular in shape. It is relatively flat and is secured by a palisade fence.

The surrounding area contains residential and commercial property, St Anne's primary school and temporary surface car parks. The nearest Listed Buildings which can be viewed in the context of the application site are Lock 3 Ashton Canal (Grade II) to the North West and Albion Mill (Grade II) to the west along Pollard Street.

New Islington and East Manchester are being transformed as part of the delivery of the Ancoats and New Islington Strategic Regeneration Framework together with the wider strategic objectives of the East Manchester Framework update. These documents seek to deliver a residential led redevelopment and regeneration to provide new homes, in a sustainable location, to support the City's population growth.

Several nearby developments have been completed such as the Hat Box and Milliners Wharf and there are a number low rise residential schemes on the opposite side of the Ashton Canal.

The area is highly sustainable. The nearby New Islington tram station provides connections to the city centre and Piccadilly Station. The site is close to Ancoats and the Northern Quarter which provides shops, restaurants, bars and other amenities.

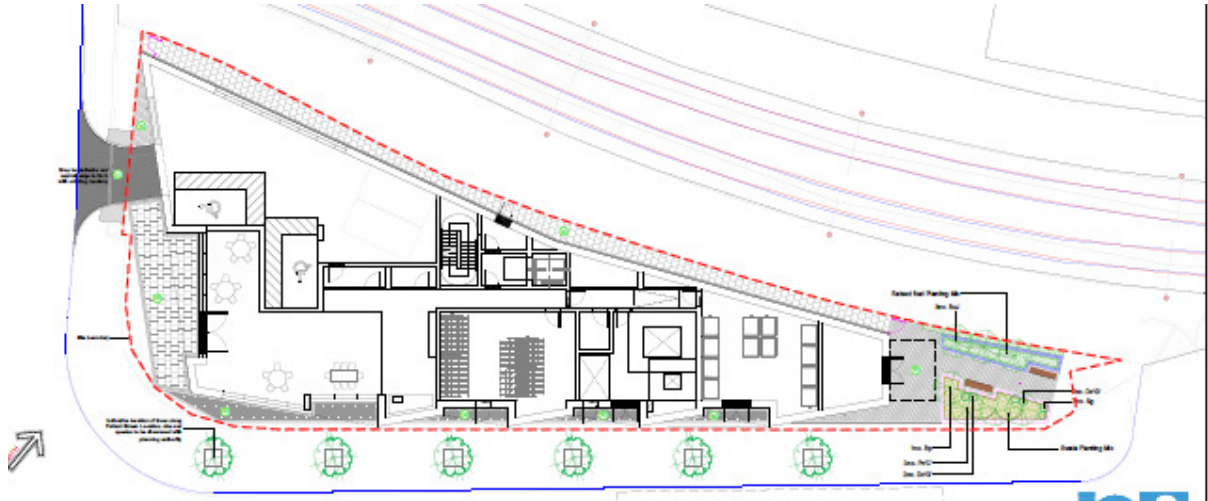
The Proposal

The proposal is for an 11 storey building to form 62 new homes. 32% would be one bedroom and 68% two bedroom.

The building would occupy the footprint of the site. An entrance lobby and a communal social area would activate Munday Street and part of Pollard Street. The remainder of Pollard Street would be occupied by cycle and refuse stores and on

street servicing. An area of public realm would be provided at the eastern tip of the site.

Access to four car parking spaces would be provided off Munday Street and each would be fitted with an electric charging point.



Ground floor layout

The upper floors would be apartments each with private balcony space. The building would be constructed in a mid-grey brick, glazed curtain wall to delineate the ground floor entrance and aluminium frame window and balustrading for the balconies.



Proposed view of the building at the junction of Munday Street and Pollard Street

The footways around the site would be upgraded with street trees in the footway and public realm/amenity area.

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest. A site notice was displayed at the site and local residents and businesses were notified on the original planning submission together with a further round of notification of amended plans.

First notification

One letter of support has been received in respect of this application. The comments can be summarised as follows:

- Strongly support the development and the development of the area.

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

- There would be noise and disturbance created throughout the construction period would be harmful to surrounding residential amenity;
- The scale of the development is significant and is higher than surrounding buildings. An 11 storey building is disproportionate for this area;
- The proposal would be an overdevelopment of the site;
- The proposal will impact on available sunlight and daylight to the Hatbox A building due to the scale of the development being higher than this building. South facing apartments and balconies that an excellent daylight and sunlight would be dark and gloomy. This would have an adverse impact on health and wellbeing. The impacts would be more significant than the supporting report suggests;
- There would be a loss of privacy for the Hatbox A development from overlooking. Bedrooms and living areas will be overlooked which would contravene human rights;
- Noise from the trams will reverberate between the two buildings and create a wind tunnel causing a nuisance for existing and proposed residents;
- The applicant should not use viability as to a way to not provide affordable housing;
- The proposal will affect the value of properties in the Hatbox A and possibly Milliners Wharf;
- There is a lack of onsite available car parking and only one is allocated as disabled. This would lead to residents parking on streets;
- The area is already overwhelmed on match days and this proposal would contribute to that congestion;
- The tram stop is difficult to get onto and this would worsen;
- There are likely to be collisions and accidents associated with the close proximity with the tram;
- The proposal would only provide one and two bedroom accommodation;
- There is already a lack of facilities in the local area;
- The appearance of the development is not in keeping with the local area and the grey brick makes the development very dark and resembles a prison;

- The location of the bin store on Pollard Street will cause conflicts with pedestrians;
- The proposal should include green initiatives such as solar panels and green roofs;
- The Hatbox development will have a sheer brick wall facing it which would be higher than the Hatbox. This should be broken up with windows;
- Inadequate consideration has been given to the ecology at the site and there are newts in the canal which is within 500m of the site;
- There is a lack of contribution to green and blue infrastructure – the pocket park is not enough. There needs to be more green space and commercial properties built in Ancoats/New Islington before any further residential blocks are built.

Second notification

Amended plans were received during the course of the application which reduced the overall number of apartments from 64 to 62, increased the number of two bedroom accommodation (thereby reducing the number of one bedroom apartments, introduction of street trees and changes to the pocket park, creation of two disabled parking spaces, improvements to the overall energy efficiency and sustainability of the proposal and minor alterations to the elevations and position of the building. A re-notification was carried out and 26 individual objections were received. The comments received can be summarised as follows:

- The proposal would block the light for the apartment in the Hatbox;
- The loud noise from the tram would become trapped between the Hatbox and the proposed development;
- The proposed scale of the development is unacceptable for this area and would be an overdevelopment of the site;
- Insufficient parking for the development which would result in on street congestion;
- There will be overlooking and lack of privacy to the Hatbox development as a result of this proposal;
- Inadequate affordable housing provision;
- The appearance of the development is ugly and is out of scale with other developments in the area. The grey brick is not acceptable;
- The pocket park is a token gesture;
- There will be noise and disturbance during construction and when the development becomes operational;
- The proposal would compromise highway safety due to proximity to the tram track;
- The proposal is now 250mm closer to the Hatbox than previously proposed. This will increase noise and disturbance together with overlooking and loss of privacy;
- The proposal does not promote family living;
- The proposed vehicular access to this development would conflict the access for Milliners Wharf and the tram causing a safety issue;
- No increase in capacity of the tram;
- Inadequate disabled parking;
- Inadequate servicing arrangements;

- No proper consideration of the carbon reduction ;
- This proposal would put pressure on local amenities;

Local Members – Councillor Emma Taylor (Ancoats and Beswick)

Concerns that the height of this development will have a detrimental effect on residents who live in the nearby Hat Box block.

Highway Services

No objection subject to the provision of a robust travel plan, appropriate cycle storage, provision of two disabled parking space within the site and appropriate servicing arrangements. A construction management plan should be agreed.

Transport for Greater Manchester (TfGM) (Metrolink)

No objection subject to conditions relating to construction work in close proximity to the Metrolink line, that an appropriate drainage scheme is prepared and the properties are adequately acoustically insulated.

Environmental Health

The waste management strategy is acceptable. Further details are required in respect of the acoustic insulation together with details of any plant. Further details are required in respect of ground conditions remediation. All four spaces will be fitted with a 7kw Electric car charging point.

Flood Risk Management Team

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

Neighbourhoods (Trees)

No objection. The parcel of land for a garden area could accommodate a larger species of tree such as an English Oak or a cut leaf Beech.

Greater Manchester Ecology Unit

There are no ecology constraints at the site. Should Japanese Knotweed we found, a method should be agreed. Biodiversity improvements should be made which includes semi-mature native species trees.

Greater Manchester Archaeology Unit

There are potential remains of early 19th 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.

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 applications 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 – The proposal would add another high quality residential scheme to this part of the city centre in a highly sustainable location.

SO2. Economy – The provision of high quality homes in this sustainable location would support the economic growth of the city. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Low carbon measures such as electric cars charging points, street trees and an efficient drainage scheme would all have benefits. A robust travel plan has been provided with 100% cycle provision and limited onsite parking (which would include provision for disabled parking).

Policy SP1 'Spatial Principles – The proposal would improve visual amenity and the character of the area. 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 development corridor.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of East Manchester. It would be fully accessible with a parking space for disabled people within the site. There would also be a review of parking demands 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' – This high density development would be on previously developed land in a highly sustainable location. The larger apartments would be particularly attractive to families. High quality amenity spaces would be provided with a resident's lounge together with private balconies. There would be adequate cycle and waste management arrangements which would support on site recycling.

Policy H2 'Strategic Housing Location' – The proposal would add to the supply of good quality homes 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 H4 'East Manchester' – The proposal would provide high density accommodation with 68% of the homes being two 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 CO₂ emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. It would have a low level of onsite car parking (including 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 CO₂ 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 street trees which would have biodiversity benefits.

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 not compromise air quality and would include measures to minimise the impact on 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 would provide a high quality building along Pollard 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.

Eastlands Regeneration Framework: A 2019 update (Draft)

The framework was updated in 2019 with the following vision:

The broad vision for Eastlands has remained consistent for nearly twenty years – it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long term success of the area.

Ancoats and New Islington – Neighbourhood Development Framework updated 2016

The purpose of this document is to update the Ancoats and New Islington Neighbourhood Development Framework (NDF) approved by Manchester City Council's Executive Committee in October 2014, to reflect further detailed masterplanning work for the area and to take into account changes in policy context and the significant progress that has been made towards delivering the original 2014 NDF proposals.

The purpose of this document remains the same as the approved 2014 NDF. This is to guide the positive regeneration of the area comprehensively and to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.

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

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

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

Other 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.

Issues

Planning History

100991/OO/2012/N2: OUTLINE APPLICATION for development comprising 1 no. 8 storey block and 1 no 9 storey block to form 144 residential apartments with associated access, car parking and landscaping with all matters to be considered: and OUTLINE APPLICATION for a detached building to form an A1 Retail Unit (316sqm) with all matters reserved **APPROVED July 2013**

105147/MO/2014/N2: Reserved Matters Application for details of detached A1 retail unit with associated car parking and serving areas **APPROVED May 2014**

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 within the City Centre and Regional Centre for planning and regeneration purposes. This part of East Manchester 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 would create an attractive residential area.

62 homes are proposed with ancillary spaces for residents. The proposal would increase footfall and activity and complement the growing neighbourhood in this part of East Manchester. 68% of the homes have two 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 62 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 employment opportunities would reduce commuter distance and help to create a low carbon city. Construction jobs would be created and a local labour agreement would be agreed. The applicant has a strong commitment to local labour with a particular emphasis on local apprenticeships and training initiatives. This will be aimed specifically to ensure jobs are created for people living in Manchester and to ensure successful employees are trained in the right skills and given experience required to maintain employment in the future. The residents would generate tax income and support jobs and local businesses.

The new homes would be consistent with growth priorities and 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 regeneration frameworks 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, H4, 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 seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, 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 62 homes for open market sale. The delivery of new homes and the regeneration of East Manchester 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 £102,000 commuted sum for offsite affordable housing in the City is viable, which equates to 5.8% of the requirement outlined in policy H8.

A benchmark land value of £640,000 is within the expected range based on comparable evidence. The Gross Development Value would be £16,692,640 which would give a profit of 16%.

On this basis, the scheme could not support a contribution greater than 5.8%. 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. A review mechanism would be incorporated into the legal agreement to review the affordable housing contribution when construction is near completion. Should there be an uplift in market conditions then a further contribution to offsite affordable housing would be secured.

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 a low level of onsite car parking. 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 would be a secure cycle store for residents which would contain 64 cycle spaces.

The building fabric would be highly efficient with energy saving measures incorporated into the design. Approximately 128 sqm (300 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 CO₂ over Part L (2013) of the Building Regulations of 15%.

This reduction exceeds the requirements of policy EN6 which seeks to achieve a 15% reduction in CO₂ on Part L (2010) Building Regulations. The change in Building Regulations requirements between 2010 and 2013, means the building is reducing its overall carbon impact beyond both current planning and building regulations. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

A drainage scheme would also minimise the flow rates of surface water into the surrounding network and the soft landscaping within the public realm would adopted sustainable principles as much as possible.

There would also be the provision of new green infrastructure in the form of street trees in the public realm and footways.

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 Listed Buildings which can be viewed in the context of the application site are Lock 3 Ashton Canal (Grade II) to the North West and Albion Mill (Grade II) to the west along Pollard Street.

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.

Whilst there would be long ranging views of the proposal which include the context of the heritage assets their significance can still be understood and their setting would remain legible. On this basis, the proposal would have a negligible impact on these heritage assets.

The proposal would develop a vacant site within a key regeneration area with a high quality design and would exceed current targets to reduce carbon.

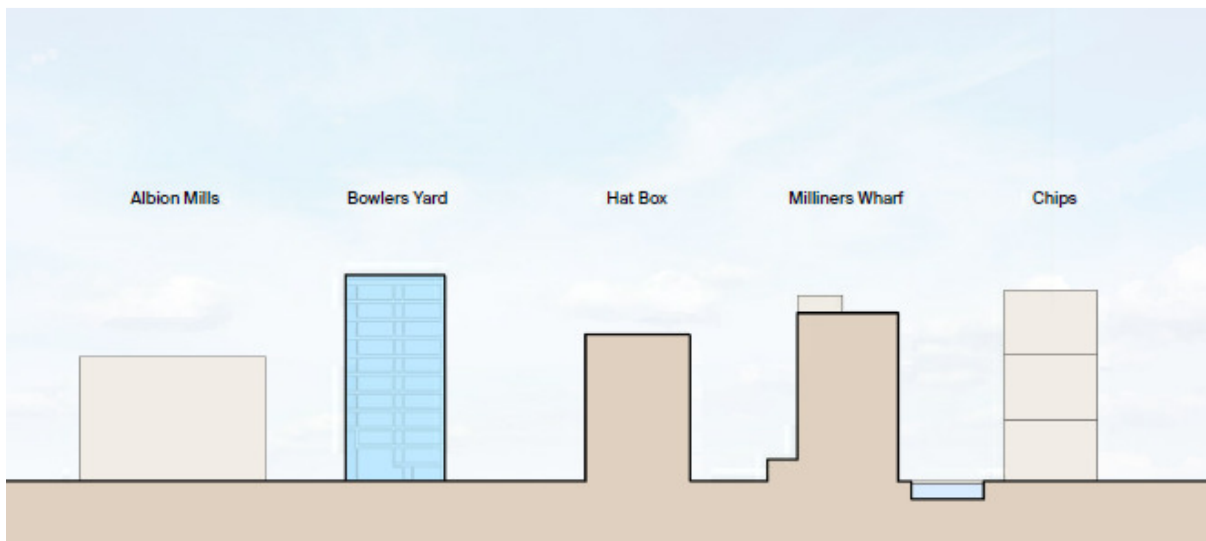
Impact on Archaeology

An archaeological assessment notes that archaeology may exist. 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 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 form a triangular shaped block with active frontages to Munday Street and Pollard Street. The entrance lobby and residents lounge would be highly visible from these streets with the main entrance off Munday Street. The development would fill the entire plot with the exception of an area of public realm in the east part of the site along Pollard Street. The cycle store, refuse store, plant area and car parking are all located on the ground floor.

The height and massing responds positively to the surrounding character of the area. The building is 11 storeys and the geometry responds to the shape and form of the site.



Height of adjacent development in section

The above diagram details how the proposed block compares to the scale of the adjacent developments. The Hat Box is 8 storeys and Milliners Wharf 9 storeys. The proposal is taller than the Hat Box and Milliners Wharf, the difference is marginal and is acceptable in this urban context. The building responds to its prominent position along Pollard Street and its scale adding variety and interest to the street scene.

The building would be constructed of a mid-grey multi stock brick which would give texture to the façade. The balconies would create large, deep, regular apertures that provide a strong vertical emphasis to the façade.



Elevation of Pollard Street

A saw tooth roof profile echoes the industrial heritage within this part of New Islington but reimagined for this contemporary building.



Elevation to Munday Street

The main entrance off Munday Street would have a double height entrance space wrapped in curtain walling with dark grey metal framing. The large glazed frontages

provide views to interior spaces. The apartments would have dark metal frames and the balcony details would be finished with dark grey vertical metal balustrade. The refuse store and car park entrance door would be completed with brass coloured doors to provide a contrasting finish to these elements.



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

Planning permission was previously granted for a single storey, flat roof retail unit as part of a further phase of development associated with the Hat Box and Milliners Wharf (ref. 100991 and 105147). Whilst that scheme was acceptable, this does not mean that other forms of development would not be appropriate or acceptable.

The siting, scale and appearance of the building is acceptable from an urban design perspective and does not present any significant harm with regards to residential amenity (which would be considered elsewhere within this report).

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 entrance 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 considered wide enough to provide 6 street trees which would be provided as part of the permission.

All residents would have access to a private balcony and the ground floor resident's lounge. An area of public realm would be created at the eastern part of the site for residents and the general public. This would enhance the setting of the building as well as improving the overall biodiversity at the site. Shrub planting along with feature trees and seating would improve the setting of the building. The hard landscaping includes paving and native, semi mature trees to provide a mature setting as early as possible.



Indicative details for the public realm

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 and state that there are no known reasons to indicate that the proposals would have an impact on biodiversity of substantive importance. Street trees and the public realm area would enhance green infrastructure and biodiversity, and include plant species which, where possible would benefit and attract wildlife, at the site and in the area in line with policy EN9 of the Core Strategy.

A condition would also be imposed in respect of vegetation clearance, Japanese knotweed and final specification of the landscaping.

Effects on the Local Environment/ Amenity

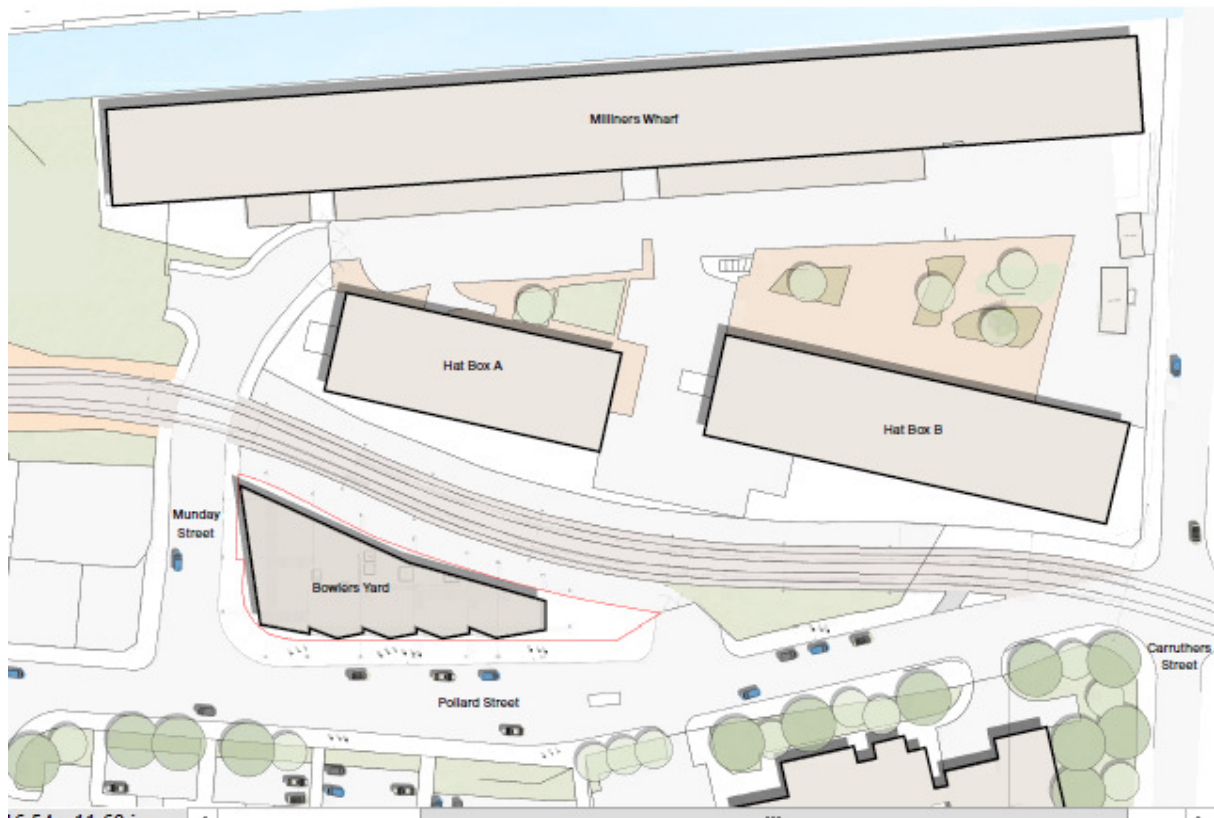
(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely effects of the proposal on the amount of daylight and sun light received by properties which surround the site.

Consideration has also been given to any instances of overlooking which may impact on privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and Daylight Distribution (DD) methods. For sunlight, it 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).

Due to its proximity and relationship with the application site, Hat Box was assessed.



Relationship of the application to the surrounding developments

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:

115 windows were assessed for daylight and 19 fully met the BRE target criteria for VSC. In terms of DD, 18 of 78 rooms fully met the BRE criteria. For sunlight, 31 of 108 windows fully met the BRE criteria.

It is acknowledged that a level of harm would arise in terms of impact on daylight and sunlight to adjacent Hat Box A building. This has been reflected in the comments received from the objectors to this application. The daylight and sunlight report does acknowledge these impacts and notes that the Hat Box A design limits the available light and sunlight which can enter the windows and rooms identified. Its deeply recessed balconies and enclosed bay balconies inhibit the amount of light which these spaces receive.

There is approximately 18 metres at its narrowest point between the proposal and Hat Box A increasing to 24 metres. This is considered to be acceptable in an urban context and whilst the scale and massing of the proposal at 11 storeys is taller than Hat Box A, the gap between the two buildings would minimise any impacts.

When taking account of paragraph 123 (c) of section 11 of the NPPF, whilst it is acknowledged that the proposal would cause a degree of harm to some of the apartments in Hat Box A, it would not be sufficient to justify withholding planning permission.

The distances between the buildings increase further due to the presence of the deep balconies on Hat Box A and within the proposed that minimise overlooking.

(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 which 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 limited onsite parking which is appropriate in this highly sustainable location and the excellent public transport. A 64 space secure cycle store would be created on site. There would be spaces for disabled people within the car park. It is not considered that the provision of these spaces would be detrimental to local air quality conditions. All 4 spaces would be fitted with a 7 kW electric car charging point.

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 would be no detrimental impact on existing air quality conditions as a result of the development.

(d) Impact on the wind environment

An assessment has been prepared which considers the impact of the proposal on the wind environment. The assessment identifies that there are two principle wind angles which would be affected by the proposal. When the window is from 190 degrees, there is a likelihood of downwash on the Munday Street Façade which could increase wind speed at the western corner of the building. However, the impact of this is mitigated by two significant factors – the disruption of the wind due to surrounding buildings such as Vulcan and Albion Mills together with the Munday Street elevation containing recessed balconies which would also disrupt any downwash along this face of the building.

When the window is from 280 degrees, the wind will strike the sharp western corner of the building rather than any flat surfaces. As such, the downwash is not considered to be a significant risk from this wind angle.

In terms of the risk of windows from the west-south-west direction being subject to channelling between the proposed development and the Hat Box, the risk are minimise due to the landscaping and trees in this environment which would reduce wind speeds in this environment.

The Munday Street entrance, which is the side of the building which faces the prevailing wind, is located within a significant recess which can be expected to provide a suitable buffer between internal and external conditions and no adverse wind effects are expected for this entrance.

The pocket park in the north eastern corner of the site is not expected to be subject to inclement wind conditions.

Overall, whilst the proposal would be the subject of downwash along the Munday Street façade, and channelling between the development and the neighbouring Hat Box development, there are significant mitigating factors against these risks which would ensure that there are no unduly harmful impacts on the wind environment which would warrant refusal of this planning application. With regards to the building entrances and amenity space, no significant wind risk factors were identified.

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 and the close proximity to the tram line.

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 and the noise generated by the trams. 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

The apartments would have suitable waste storage with waste then being taken to the designated waste store where residents would be able to recycle their waste into appropriate bins.

The main refuse store would be on the ground floor with an entrance off Pollard Street. A platform lift would allow access for the residents of the apartment to take their waste to this area. The refuse would be removed from the store to a collection area along Pollard Street.

The waste stores would meet Council standards. There would be a 50 sqm capacity refuse store with 1100 litre Eurobins provided for general waste, pulpable and comingled materials which would 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 car parking spaces within the car being available for disabled residents.

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 such as New Islington Metrolink Station a short walk from the site which connects the site to the City Centre and Manchester Piccadilly Rail Station. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There would be four on site car parking spaces which given the proximity of the location of the site and close proximity of public transport is acceptable. Two of the spaces within the car park would be available for disabled residents. All of the car parking spaces would be fitted with a 7 kw electric car charging point.

There would be 64 cycle spaces in a dedicated secure cycle store accessed from within the building and off Pollard 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 Pollard Street dedicated to the servicing of the development. Hours of servicing would be restricted by planning condition to ensure that there is no impact on the surrounding highway network.

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 ground investigations are 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.

Local Opinion

The layout, scale and appearance of the proposal is considered to be appropriate for this site and its position along Pollard Street for the reasons provided elsewhere

within this report. There is a sufficient gap, provided by the tram line, between the proposed building and surrounding developments. The height of the proposal would inevitably result in a change to current outlook from those surrounding buildings together with available daylight and sunlight.

It is acknowledged that the proposed development would result in a degree of harm to the amount of light received by the Hatbox. However, Government guidance in the NPPF on such matters is clear that in city centre locations lower levels of daylight and sunlight levels for some windows may be unavoidable if new development are to be in keeping with the general form of their surroundings.

Loss of privacy from overlooking is not considered to be unduly harmful to surrounding residents given the distances between the buildings. The elevation and windows facing the proposed Metrolink line would have an overlook over the tram lines and towards the southern elevation of the Hat Box A. As outlined earlier in the report, the distances between the two blocks are between 18 and 24 metres. This is considered an appropriate distance in this instance.

It should be noted that the windows which are on the elevation facing the tram line and Hat Box have been kept to a minimum whilst retaining some visual interest to the elevation. There are a series of balconies to main living rooms, bedroom windows and secondary living room windows to all levels arranged in a vertical manner. It is considered that the number of windows, combined with the privacy distances, would not give rise to any unduly harmful impacts on residential amenity that would warrant refusal of this planning application.



Proposed elevation to the tram line (facing Hat Box A)

This design, appearance and overall sustainability of the scheme is considered acceptable and would provide a high quality addition to this part of New Islington. The low level of car parking at the site reflects the highly sustainable location. The proposed residents would have direct access to a tram stop which is a short walk from the site together with a cycle store which can accommodate up to 64 cycles. Walking distances to the heart of the city centre are also reasonable. Two disabled spaces are provided at the site to meet the needs to those who require an onsite space.

It is not anticipated that there would be any conflicts with the adjacent tram line and conditions should be imposed on the permission to protect construction and operations in close proximity to the tram equipment and line.

The number of one bedroom accommodation has been reduced as part of the proposals and over 68% of the development would be two bedroom accommodation.

Ecology and green infrastructure have all been carefully considered as part of the proposal. There is no impact on site ecology and overall there is an improvement to green infrastructure at the site through the introduction of the landscaping and trees at the pocket park together with street tree planting along Pollard Street.

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".

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 adjacent Hat Box A development. This low level of harm is not considered unusual for an urban setting such as the application site and the adequate privacy distances between the two buildings would ensure that building is not over bearing or result in any 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 Chief Executive must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control &

Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation

MINDED TO APPROVE subject to the signing of a section 106 agreement in respect of offsite affordable housing.

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.

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

(20) 210 Rev C, (20) 000 Rev Q, (20) 001 Rev N, (20) 002 Rev N, (20) 007 Rev M, (20) 011 Rev E, (20) 200Rev K, (20) 201 Rev J, (20) 202 Rev J, (20) 203 Rev H, (20) 300 Rev J and (20) 301 Rev G stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020

4113 01 Rev J stamped as received by the City Council, as Local Planning Authority, on the 1 May 2020

Supporting information

Design and access statement stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020

Environmental Standards statement and solar panel product specification stamped as received by the City Council, as Local Planning Authority, on the 17 March 2020

Landscape strategy document Rev E stamped as received by the City Council, as Local Planning Authority, on the 1 May 2020

Blue and Green Infrastructure Plan, Broadband statement, Construction Management Plan, Planning Statement, Tv reception study, Air quality report, day light and sunlight report, biodiversity assessment, drainage assessment, historic desk based assessment, ground survey, waste management report, travel plan and transport statement stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020

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

3)

(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 drainage strategy statement prepared by GHD (ref. 12502913-GHD-RP-C-2001 Rev P03) stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020

(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:

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routed need to be designated to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site

- Construction details of flow control and SUDs elements.

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

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

5) Notwithstanding the phase 1 desk top prepared by Arc Environmental stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020, (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 a site investigation and risk assessment report; and
- Submission of a remediation strategy.

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) Prior to the commencement of development (including any demolition works), a Construction Management Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority, detailing working methods adjacent to the Metrolink Hazard Zone. For the avoidance of doubt this shall include:

- The retention of 24 hour unhindered access to the trackside equipment cabinets and chambers for the low voltage power, signalling and communications cables for Metrolink both during construction and once operational.
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Construction and demolition methods to be used; including the use of cranes (which must not oversail the tramway);
- The erection and maintenance of security hoarding at a minimum distance of 1.5m from the kerb which demarcates the tramway path;
- Details of a hoarding next to the tramway;
- Measures to control the emissions of dust and dirt during construction.

Reason - In the interest of maintaining the safe operations of the tramway pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to the commencement of the development, details shall be submitted for approval in writing by the City Council, as Local Planning Authority, confirming that there are no electromagnetic compatibility impacts from the proposed development. Should any electromagnetic compatibility protection measures be required as a result

of the substation, these details shall be agreed prior to the commencement of the development and be in place prior to the substation becoming operational.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

9) Prior to the commencement of the development, the scope and specification of vehicle incursion protection measures to be installed along the boundary of the application site shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented for the duration of the construction period.

Reason - In the interest of safeguarding Metrolink infrastructure pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

10) No development or development related groundworks shall take place until the applicant or their agents or successors in title have 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 City Council, as Local Planning Authority. The WSI shall cover the following:

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

- targeted archaeological trial trenching
- targeted open area archaeological excavation

2. A programme for post fieldwork assessment to include:

- Post fieldwork analysis of excavation records and finds
- production of a final report including a statement on the significance of the below ground archaeological interest.

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

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5 Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: In accordance with policy EN3 of the Manchester Core Strategy. To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible.

11) Prior to the commencement of the development, details of a strategy to deal with Japanese Knotweed shall be submitted for approval in writing by the City Council, as

Local Planning Authority. The approved details shall be implemented as part of the development.

Reason – In the interest of dealing with an invasive species at the site pursuant to policy EN15 of the Manchester Core Strategy (2012).

12) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the removal works including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

The condition is required in the interest of protecting birds at the application site who will be nesting.

13) 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, soffits, 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.

14) The window reveals and soffits for the development shall be carried out in accordance with drawing (20) 210 Rev C stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020. For the avoidance of doubt the extent of the window reveals and detailing will be as follows:

- Minimum window reveal 215mm;
- Brickwork returns to all balcony areas and soffit of level 10 balcony's;
- Brickwork to Soffits of all windows.

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

15) 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 constriction;
- 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).

16)

(a) Notwithstanding drawing Landscape Strategy Document Rev C stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020 and drawing 4113 01 Rev J stamped as received by the City Council, as Local Planning Authority, on the 1 May 2020, prior to the first occupation of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and provision of street trees) 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.

17) The development hereby approved shall be carried out in accordance with the Environmental Standards Rev 04 statement prepared by Environmental Services Des stamped as received by the City Council, as Local Planning Authority, on the 17 March 2020. 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.

18) Notwithstanding the noise impact assessment report prepared by Hann Tucker Associates (ref. 26102/NIAI) stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020,

(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_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. 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).

19) Notwithstanding the noise impact assessment report prepared by Hann Tucker Associates (ref. 26102/NIAI) stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020,

(a) prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the surrounding roads and tram line 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, trams 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).

20) The development hereby approved shall be carried out in accordance with site waste management strategy stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020 and drawing (20) 000 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020. 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 arrangement are put in place for the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

21) 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 occupation of the development and shall remain in operation for so long as the development is occupied.

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

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

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

23) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version c) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020. 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.

24) 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 18 February 2020.

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).

25) Prior to the first occupation of the development, the provision of 64 cycle spaces, as indicated on drawing (20) 000 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020 shall be implemented prior to the first occupation of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

26) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm 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 vehicular access and loading bay;
- Installation of street trees.

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.

27) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 18 February 2020, 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.

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

29) 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.

30) 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).

31) 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).

32) 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.

33) 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.

34) 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).

35) 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 policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) When the development is first occupied, deliveries, servicing and collections including waste collections shall not take place outside the following hours:

Monday to Saturday 07:30 to 20:00
No deliveries on Sundays

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

37) Prior to the occupation of the development 4 electric car charging points shall be installed within the car parking area (as indicated on drawing (20) 000 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020) in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the development and made available and thereafter retained for as long as the development is in place.

Reason – In the interest of promoting alternatives and minimising the impact of the development on air quality pursuant to policies EN16 of the Manchester Core Strategy (2012).

38) Prior to the first use of the development hereby approved, the car parking (including two disabled bays) spaces, as indicated on drawing (20) 000 Rev Q stamped as received by the City Council, as Local Planning Authority, on the 27 April 2020 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

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: 126261/FO/2020 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
United Utilities Water PLC
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
The Coal Authority
Greater Manchester Ecology Unit
Metrolink**

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

