

Application Number	Date of Appln	Committee Date	Ward
130354/FO/2021	11th May 2021	29th Jul 2021	Ancoats & Beswick Ward

Proposal Erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works

Location Land on The Corner Of Poland Street And Jersey Street, Manchester, M4 6JW

Applicant Manchester Life Development Company 2 Limited, C/o Agent

Agent Mr John Cooper, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for 118 residential apartments and ground floor commercial floorspace (Class E) in an 8 storey building with hard and soft landscaping.

1 letters of support and 9 objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, previously developed with the most recent use as a temporary 88 space car park. The site forms part of the next phase of regeneration activity known as the Poland Street Zone in Ancoats.

This development would be one of the first residential developments in the Poland Street Zone alongside the Mobility Hub which would bring forward the infrastructure to support the new homes and population growth in this new neighbourhood.

The proposal would provide one, two and three bedroom accommodation which meet the Council's space standards. The development would be car free and have an intrinsic link to the Hub. Two bays for disabled people would be provided on site and would be fitted with an electric car charging point. Active street frontages would be provided by commercial units as well as the provision of street trees.

Economic 210 Jobs would be created during the construction process along with 127 indirect jobs through the supply chain. 70 jobs would be created when the development becomes operational. There is also the opportunity to provide jobs

through the applicant apprenticeship programme. £1.7 million in Council Tax and Business rates is expected to be generated over a 10 year period.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. New commercial units would bring active frontages and natural surveillance. The development would be fully accessible and 2 parking spaces for disabled people. Crime and anti social behaviour would be minimised through robust measures and a effective lighting scheme.

Environmental This would be a low carbon development in a highly sustainable location. The development would be all electric and meet a significant amount of its energy through renewable technologies. 100% on site cycle provision would be available with car club and car share being available through the Mobility Hub and electric vehicle parking. There are no unduly harmful impacts on traffic and local air quality. Where impacts do arise, these can be mitigated. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment The development would form a new and significant building in the Ancoats Conservation Area. This would create a low level of less than substantial harm to the conservation area which is outweighed by the strong and compelling regeneration benefits of this scheme. .

Impact on local residents and local businesses The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed to minimise the effects on local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards.

A full report is attached below for Members consideration.

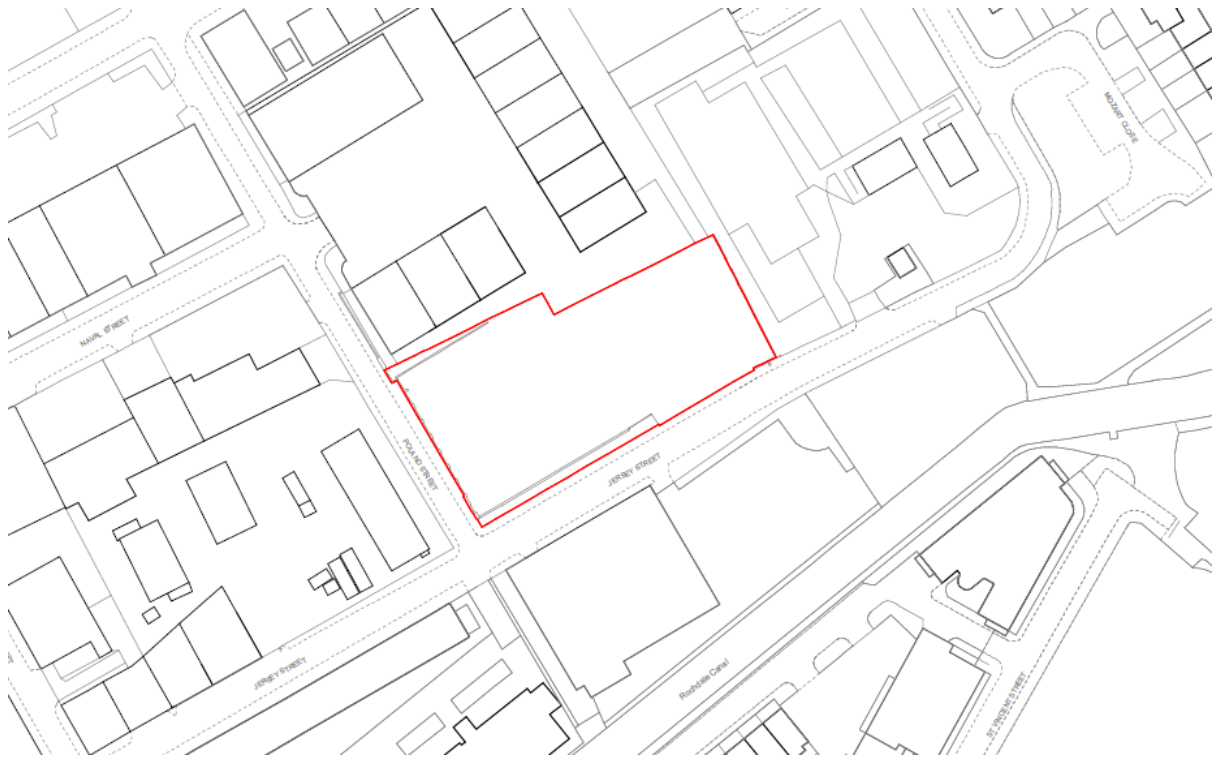
Description

The site is 0.24 hectares and bounded by Poland Street, Jersey Street, the City Court trading estate and a surface level car park. The site is in Ancoats close to New Islington and Miles Platting. These are areas which have seen significant investment in housing and place making. The site is vacant, consists of hard standing and scrub planting having been previously used as a low quality 88 space car park.

The Ancoats area is characterised by medium to high density residential developments, with ground floor commercial uses, either within new buildings or conversions, concentrated around Cutting Room Square.

The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The site is surrounded by industrial uses as well as Ancoats Green.

Cotton Field Park, New Islington Marina New Islington Free School (along Redhill Street) and the Medical Centre (along Old Mill Street) provide essential amenities for residents in Ancoats and New Islington.



Location plan

The site is in the Ancoats conservation area and the following listed buildings or structures are within a 250 metres of the site, Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Little Mill (Grade II), Union Street Bridge (Grade II) and Victoria Square (Grade II). There are archaeological remains.

The site is in Flood Zone 1 and is in a critical drainage area. The site is not in an Air Quality Management Area (AQMA), but it is approximately 40 metres to the north along Oldham Road. Traffic associated with the development is likely to use roads in the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools.

The applicant is working with Great Places and the City Council, to deliver the regeneration objectives of Ancoats and New Islington and Poland Street Zone Neighbourhood Development Frameworks (NDF).

Sites will be brought forward for new homes, including affordable housing, with other public benefits. This application, forms part of this strategy to bring forward a coordinated approach to parking, cycle, deliveries and place making to support the provision of new homes in Poland Street.

This application is brought forward alongside other proposals by the strategic partnership in order to realise the benefits described above. These are:

- Mobility Hub (130627/FO/2021) for the Erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures
- Ancoats Dispensary (130356/FO/2021 & 130357/LO/2021) for the creation of 39 socially rented homes within a retained and refurbished Ancoats Dispensary
- Downley Drive (130390/FO/2021) for the erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new affordable homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

These applications are being considered together to realise the public benefits of them being implemented as a package.

During the construction phase approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. Indirect benefits in the local supply chain from construction would create approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals would generate circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits and would contribute to the continued regeneration of east Manchester

The Proposal

The proposal is for an 8 storey building creating 118 homes with 38 one beds (32%), 72 two beds (63%) and 8 x three beds (5%). There would be a ground floor commercial unit (Class E). The commercial units would provide active frontages to Poland Street and Jersey Street. The homes would have a combination of Juliet balconies and terraces providing access to outside space and additional light.

The facades would consist of two main materials – brick and terracotta. The use of terracotta provides a reference to the historical glass works in the area.

The development would improve the pedestrian environment with footway resurfacing and tree planting. A private residents courtyard to the rear of the building provides communal space for residents. An area of grassland is proposed along the north eastern boundary. A contribution would be secured as part of this proposal for wider public realm improvements in the Poland Street Zone. This would be secured through the City Council's land interest in the site.

The building would be energy efficiency and be a low carbon development. There would be 2 parking bays for disabled people fitted with an electric vehicle charging

point and a loading bay. A secure cycle store would accommodate 118 cycles. Parking would be provided at the Mobility Hub which is being considered under planning application 130627/FO/2021. 30% parking would be available to this scheme..

Two refuse stores would be located by the lift cores on the ground floor. A large holding store would be operated by the facilities management team. The commercial unit would have its own store. Recycling would be prioritised. On collection days, the bins would be moved to Poland Street and collected via a new loading bay.

The Planning Submission

This planning application has been supported by the following information:

- Design and Access Statement
- Heritage Assessment
- Archaeological Desk Based Assessment
- Flood Risk Assessment and Drainage Strategy
- Environmental Standards and Energy Statement
- Sustainability Statement
- Acoustic Report
- Air Quality Assessment
- Phase 2 Geo-environmental Survey (including Ground Gas Assessment)
- Ecology Report
- Arboricultural Impact Assessment and Method Statement
- Transport Statement
- Framework Travel Plan
- Waste Management and Servicing Strategy (including MCC's Waste Proforma)
- Framework Construction Management
- Local Benefit Scheme
- Crime Impact Statement
- Ventilation Strategy
- Daylight and Sunlight Impact Assessment
- TV Reception Survey and Broadband Connectivity Assessment
- Residential Management Statement
- Financial Viability Assessment
- Statement of Consultation
- Planning Statement

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

Local residents/local businesses/public opinion

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of a Listed Building and conservation area. Site

notices were displayed. Notification letters have been sent to an extensive area, local residents and businesses.

The comments received can be summarised below.

1 letter of support has been received which states they support the continued regeneration of the area.

9 objections have been received (7 from residents and 2 from local businesses) which can be summarised as follows:

- The 8 storey building is out of keeping with the other buildings in the Poland St building corridors. A 4-6 storey) would be more consistent with the development framework. ;
- The building would be higher than New Little Mill and Beehive;
- If more flats are built it would be hard to park in the area;
- The proposal would block light into nearby residential developments;
- The construction would severely impact on local businesses and disruptive in the local area including noise, air pollution and inevitable dust and dirt.

Highway Services The proposal is unlikely to generate a significant increase in vehicular trips and there are no network capacity concerns. The 40 parking spaces in the hub (33%) is acceptable. This hub would also provide car club facilities, bike and e-bike hire and parcel delivery centre. A scheme of highways works shall be agreed along with a construction management strategy.

Environmental Health recommends conditions regarding hours for deliveries and servicing, plant, fume extraction, construction management plan, lighting and control of glare, glazing specifications and acoustic insulation of the residential and commercial accommodation. The waste management strategy is acceptable. The air quality assessment is acceptable subject to electric car charging points to the disabled bays. Further ground condition investigations are required including a verification regarding contamination on completion of the development.

Works and Skills Team recommend that a local labour scheme is a condition.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Environment Agency have no objection subject to the inclusion of conditions to ensure that there would be no unacceptable risk to controlled waters.

Neighbourhood Services (Trees) advise that no trees to be removed and the planting plan appears to be acceptable.

Canal and River Trust further consideration should be given to the public realm interface with the former canal arm, that a construction management plan minimises the impact on canal and that there is not drainage into the canal.

Greater Manchester Archaeology Advisory Service (GMAAS) there are archaeological remains of workers housing and the former canal arm may survive in situ and would merit archaeological recording.

Greater Manchester Ecology Unit (GMEU) have no objection.

Historic England do not believe that the proposal would harm the significance of the conservation area and have no objection.

The proposals would develop a gap site at the junction of Poland Street and Jersey Street whose open nature is at odds in the relatively tight development pattern found in Ancoats, and is an uncharacteristic visual intrusion. There is no objection to its redevelopment, and this application presents a positive opportunity to respond to the currently ill-defined nature of Poland Street.

The large building would be a dominant feature in the conservation areas streetscape. While the conservation area is partially characterised by large dominant buildings, particularly a number of the mills and warehouses, it also has smaller scale buildings of a more domestic scale, which contribute to its character and interest.

In this instance, however, given its prominent corner location, and the fact that it could form an anchor point for the regeneration of Poland Street, it is accepted that it is appropriate for this site to accommodate a larger building.

Design for Security at Greater Manchester Police the development should be carried out in accordance with the submitted Crime Impact Statement and this should be a condition.

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 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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality homes and public realm in a highly sustainable location in a strategic regeneration area.

SO2. Economy – 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. The development is supported by a travel plan and 118 cycle spaces. The landscaping includes street trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Jersey Street and Poland Street in this strategic regeneration area. The building would be 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 homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings and fills a significant gap site within the Poland Street Zone regeneration area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats and New Islington. It would be fully accessible with secure parking space for disabled people fitted with an electric vehicle charging point. The remainder of the parking would in in the Mobility Hub.

Policy T1 ‘Sustainable Transport’ - The site has access to all public transport modes.

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

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. There would be a range of accommodation and the larger apartments and townhouses would be attractive to families. The courtyards would include amenity spaces with adequate cycle and waste management arrangements which would support recycling.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a strategic site in the Poland Street Zone and add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics and sustainable drainage principles.

Policy H4 'East Manchester' – The proposal would provide high density accommodation with 69% being two and three bedroom and suitable to families.

Policy H8 'Affordable Housing' – Affordable Housing would be provided on the Ancoats Dispensary and Downley Drive developments which are linked to this application. This is considered further within the report.

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. A travel plan and cycle provision is proposed along with electric car charging points. 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 has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 'Target framework for CO₂ reductions from low or zero carbon energy supplies' - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low. Renewable energy would be used on site.

Policy EN9 'Green Infrastructure' – Large areas of hardstanding mean the site is of low ecological and biodiversity value. The development would provide street trees, planting and landscaping and would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value, the trees and planting represent a significant biodiversity enhancement. Vegetation clearance should not occur during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of construction activities 88 parking spaces would be removed significantly reducing vehicle trips. A travel plan, 118 cycle provision and electric car charging points would minimise the operational aspects of the proposal..

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The historic use of the site as a gas works means there is evidence of below ground contamination which could impact on ground water at the site. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, 'Contaminated Land' – The ground conditions can be addressed. The former gas works require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – the waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

DM2 'Aerodrome safeguarding' the proposal are not considered to impact on aerodrome safeguarding at Manchester Airport.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to a commuted sum of public realm improvements within the Poland Street Zone.

For the reasons given above, and within the main body of this report, 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 DC18 'Conservation Areas' – The impact on the Ancoats conservation area is considered in detail in this report.

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings.

Saved policy DC20 Archaeology states the Council will give careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

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

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.

Ancoats and New Islington Neighbourhood Development Framework (2016 and 2020)

The Neighbourhood Development Framework (NDF) was originally endorsed by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights

Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the City's housing needs. The 2016 NDF identified six-character areas across Ancoats and New Islington, providing further development principles for these character areas alongside the neighbourhood wide development and urban design principles proposed within the original NDF. The Site falls within the Poland Street Zone as described within the 2016 NDF.

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.

In addition, there is a major opportunity for economic growth and regeneration around Piccadilly as a consequence of HS2 demonstrate this point with early developer interest crystallising through developments outside of the current safeguarding zone within Mayfield, Piccadilly East and Piccadilly Basin.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites either primed or already delivered for development and a supportive planning policy framework. This includes wholesale landscaping and public realm work throughout the neighbourhood which was firstly delivered through the creation of the Marina, Cutting Room Square and Cotton Fields Park. These community assets are completed by the transformational impact that development activity has had on the neighbourhood, delivering new homes, offices, and an associated ecosystem of food and beverage operators.

These factors place Ancoats and New Islington not just as one of the key opportunity areas in Manchester, but one of the relatively limited number of places in Manchester where there is an opportunity to plan and deliver high density development in a sustainable manner. However, to date much of this sustainable development has been focused within the areas of the neighbourhood that are closest to Manchester City Centre.

In recognition of increased developer interest in other areas of Ancoats and New Islington a further update to the NDF was endorsed by Manchester City Council's Executive in July 2020, that further refined the development principles for the Poland Street Zone.

Ancoats and New Islington NDF – Poland Street Zone (2020)

The vision for the Poland Street Zone is to bring forward an authentic evolution of Ancoats; a form of urban development and mix of uses, rooted in the area's past but driven by a sense of the future. The key ambitions for the area is that it becomes diverse and multi-generational, is a place for living and working, is urban and green, and sociable and sustainable.

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.

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.

This proposal would see the redevelopment of a brownfield site in a key regeneration area for 118 new homes, 80 (68%) of which two and three bedroom properties thereby meeting a range of household needs. There would be no on site affordable housing within this development. Affordable housing would be delivered on alternative sites within the strategic partnership which is considered elsewhere within this report.

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

The proposal has been carefully designed to be safe and secure. Cycle provision is well catered for at the site and along with limited car parking. Disabled residents would have access to disabled car parking space. New public realm would provide outdoor recreation for proposed residents.

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).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

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

Within this context, applications for development should:

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

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

The site is well connected to a range of public transport modes which would encourage sustainable travel to the site. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote alternative non car travel to the site together with access to the infrastructure within the Mobility Hub which is being considered by way of a separate, but parallel, planning application. A travel plan and operational management would be secured as part of the conditions of the approval.

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).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;

- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;
- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different 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 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).

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage the use public transport, walking and cycle routes to the site.

Limited levels of onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site as well as being supported by the infrastructure provided within the Mobility which would provide 30% of the car parking needs for this development as well as access to electric car charging technology, cycle parking, car share and car club and centralised delivery hub. This would support a shift away from petrol/diesel cars, reduce car journeys and provide an alternative to car ownership.

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).

The design for the buildings would be highly quality and complement the distinctive architecture within this part of the city centre. The buildings would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm and place making.

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).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

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

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

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).

The proposal would result in some low level harm to the surrounding historic environment. This low level harm is considered to be less than substantial and outweighed by the significant regeneration benefits associated with this development.

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.

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

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 case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

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

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls outside of the threshold within “Urban Development Projects” which is 150 residential units. Nevertheless, a Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of residential development and, as the City moves into its next phase of economic growth, more homes are required to fuel and complement it.

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 Poland Street Zone has been identified for high density housing to meet identified population growth. A variety of housing types are proposed and be attractive to families. The proposal would be one of the first key proposals in this area and would build on the regeneration activity which has taken place over the last seven years in the front of Ancoats.

This is a previously developed brownfield site and would provide new homes in a highly sustainable, well-connected location and would bring new footfall into the area as well as acting a catalysis for other development in the area.

118 homes would be provided in one, two and three-bed apartments and would be suitable for and attractive to families. The sizes would be consistent with the City's space standards with all of the one bedroom apartments in particular being suitable for 2 people. Active ground floor uses and public realm would animate and enhance Jersey Street and Poland Street.

The proposal would have a strategic link with proposals for the Mobility Hub, Downley Drive and Ancoats Dispensary. The Hub which would meet the parking and infrastructure needs of this development allowing for more active frontages and pedestrian friendly streets. The other two sites would provide 107 affordable homes in the ward which would be available for social and affordable rent and shared ownership. This would help realise the visions set out in the various development frameworks for the area as underpinned by policy SP1 of the Core Strategy.

The development would deliver significant economic and social benefits and create 210 construction jobs and 317 indirect jobs through the supply chain. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant in regard in order to fully realise the benefits of the proposal. 118 new homes would create additional Council Tax revenue of £1.7 million in a ten year period (£175,215 per annum).

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, H4, 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.

The application proposes 118 homes for open market sale. The delivery of homes and the regeneration of the Poland Street area is a key priority for the Council. The proposal would develop a brownfield site, that currently makes little contribution to the area, create active street frontages and public realm. It would be a high quality

scheme in terms of its appearance and would comply with the Residential Quality Guidance. A Commuted sum would also be secured for off site public realm improvement works. All these matters have an impact on the scheme's overall viability

The strategic partnership between the applicant, the City Council and Great Places, are progressing a package of schemes to deliver significant public benefits to this area including affordable housing. 107 affordable homes would be delivered on sites in the ward, at Downley Drive and Ancoats Dispensary. 84 of those new homes would be for social rent, 11 affordable rent and 12 shared ownership.

An independently assessed viability appraisal has shown that a further contribution to affordable housing at this development would render the scheme not viable. Affordable housing is being secured in the ward by the strategic partnership. There is also monies which would be secured through the City Council's land interest in the site which would seek to make public realm improvement in the wider area delivering upon strategic priorities in this part of the City Centre.

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.

Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

The proposal would remove 88 temporary parking spaces from the site. The development would be car free with the exception of two bays for disabled people which would be fitted with an electric charging point. A travel plan would encourage residents to take advantage of the excellent public transport and ensure vehicle trips are low. A secure cycle store would provide 100% provision.

The building would be all electric and benefit as the grid decarbonises. The building fabric would be highly efficient to prevent heat loss together with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. These measures would ensure highly efficient heating and cooling systems. There would also be renewable energy generated at the site from photovoltaic panels to the roof.

These measures would enable the development to achieve a 14% improvement on Part L (2013). This reduction is in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO2 on Part L (2010 (or 9% over Part L 2013) Building Regulations. A post construction review will form part of the planning conditions to verify that this reduction has been achieved.

The proposal would also be adapted to climate change through the provision of new green infrastructure including landscaping, trees (including street trees) and an efficient drainage system to minimise the effects of surface water.

Impact of the historic environment and cultural heritage

The site is in the Ancoats Conservation Area. There are no immediately adjacent listed building but there are views where the development would be seen with listed building. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street.

The applicant has provided a heritage statement and a detailed design and access statement which examines the impact and contribution of the proposal on the conservation area and on important views and on the setting of Listed Buildings.

The significance of the conservation area is derived from the former cotton spinning mills which are principally located adjacent to the Rochdale Canal and the nearby housing. Lower rise commercial and residential buildings are found in and around the larger buildings. This relationship of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

The urban grain around the site and this part of the conservation, generally consists of low quality surface level car parking and low rise industrial buildings. There are modern residential buildings but the area is highly fragmented. Whilst the grid network of roads remains, the area lacks the quality of buildings and listed assets found elsewhere in the conservation area. The removal of the vacant site represents an opportunity to enhance the character, appearance and significance of the conservation area. The vacant nature of the site has a neutral impact on the conservation area.

The heritage statement identifies a number of key views for the purposes of assessing impacts on the conservation area. These are:

- West east along Jersey Street;
- East west along Jersey Street;
- Corner of Jersey Street and Poland Street; and
- North south along Poland Street.

Consideration of the impact of development on each view is considered below.

West east along Jersey Street

This view contains a large number of heritage assets such a grade II* Beehive Mill and grade II New Little Mill. This view highlights the existing urban grain and sense of enclosure along Jersey Street as well as the robust use of materials along this primary route in the conservation area.



West east along Jersey Street – existing

The proposed would remove a vacant site in the conservation area. The new building would be at back of pavement line and support the existing street layout. The development would noticeably larger than the other smaller buildings in the view, however, it provides a sense of enclosure which is replicated by Beehive Mill. The dark red/purple tone brick provides a complementary palette of materials in the conservation area.



West east along Jersey Street – proposed

East west along Jersey Street

This view is situated along the redundant Jersey Street canal arm and provides a central route connecting Miles Platting to Ancoats. The view highlights the poor urban grain in this location with Beehive Mill forming the backdrop to the view.



East West along Jersey Street – existing

The proposed view demonstrates the impact that the development would have on the immediate street scene. It would remove the vacant site from the conservation area and re-established development to the back of footpath edge. The variety and contrast of the brick end gables with the central glazed terracotta are evident and break up the massing of the building.

The commercial uses provide active frontages along with the deep inset balconies to the corner of the building provide natural surveillance to the street.



East West along Jersey Street – proposed

Corner of Jersey Street and Poland Street

This view highlights the poor urban grain in the area and impact of the current condition of the site. The importance of the grid network is reinforced along with development at the back of footpath. Corners are highly significant within the context of the conservation area which is weakened by the vacant nature of the site and lack of development to define the street edge.



Corner of Jersey Street and Poland Street – existing

The view demonstrates the positive impact of re-establishing the corner with built form within the conservation area. The active street edge provided by the commercial units and new public realm works in the form of the street trees provides an enhanced pedestrian link towards Miles Platting.



Corner of Jersey Street and Poland Street - proposed

North south along Poland Street

There are no heritage assets in this view. The conservation area is highly fragmented by the low rise modern industrial buildings. The car park to the right demonstrates the impact of poor quality spaces to the area. Notwithstanding this, the grid pattern is evident which is a defining characteristic of the conservation area. There are distant views of modern buildings within New Islington in the distance.



North south along Poland Street – existing

The proposal highlights the strong positive contribution that the development would have on the area. The grid pattern and footpath would be reactivated by built form as with definition to the street corner. The change in materials on the building is evident along with the change in massing from the building shape.



North south along Poland Street – proposed

This would be a major development in the Conservation Area. The scale of the change is moderate but the scale of the development makes a recognisable change. This amounts to less than substantial harm, as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 193 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

Historic England have raised no objection to the proposal and do not believe that the proposal would harm the significance of the conservation area. Whilst they acknowledged that this development would result in a dominant feature in the conservation area, its corner location would form an anchor point for the regeneration of Poland Street and on that basis accept that a larger building would be acceptable.

The development would be a large and significant building. The character of the conservation area is in part defined by its variation in scale of buildings. The Poland Street NDF anticipates development of this scale but this would cause some harm. Notwithstanding this, the massing and use of materials creates a striking feature on the corner of Poland Street and Jersey Street together with adopting many of the key features of older buildings in the conservation area such as being located along the street edge, use of masonry and regular window arrangements.

The proposal would result in a low level of less than substantial harm as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 196 of the NPPF, it is now necessary to consider whether the public benefits required exist which outweighs any this harm. These public benefits will be considered in detail below.

Impact Assessment

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 196 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring 118 new homes in a highly sustainable part of the city centre.

The key views demonstrate how the development would have a beneficial impact on the majority of views and the significance of the conservation area through its use of materials, position back of footpath (providing an enhanced sense of enclosure along Jersey Street) and re-establishing development on the Poland Street/Jersey Street corner. Whilst the building would be large, it would contrast with the smaller buildings in the conservation area. The west-east view down Jersey Street contains the highest concentration of heritage assets, however, they would all remain legible and understood with their setting being enhanced through the redevelopment of the vacant site with a high quality development.

Street trees and resurfacing along Poland Street and Jersey Street would enhance the public realm together with active street frontages and frontages to possible public realm improvement to the east of the site. This would also have biodiversity benefits.

The proposal would see the creation of 210 full time equivalent jobs during construction and 317 jobs in the supply chain. 70 full time equivalent jobs would be created when the building is operational through management and operations of the building and the commercial units. These social and economic benefits would be secured through a local labour agreement to prioritise local residents. The applicant is exploring how apprenticeships can benefit this scheme, and others, which are being brought forward by the applicant and their strategic partners.

There would also be Council Tax receipts and business rates which is estimated to be in the region of £1.7 million over the next ten years (£175,215 per annum).

This would be a low carbon building. An all electric system would benefit from a decarbonising grid. On site energy demands would be met from photovoltaic panels to the roof. The development would be car free with access to the facilities in the nearby Mobility Hub. There would be two on site bays for disabled people fitted with electric car charging points. 100% cycle provision would be available.

Whilst there would be some heritage impacts, these would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of

the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Impact on Archaeology

An archaeology assessment demonstrates there is below ground archaeological interest relating to former works housing and the redundant canal arm. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

The design would deliver the strategic objectives of the Poland Street Zone NDF in terms of its appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

The building is U shaped and at back of pavement to Jersey Street and Poland Street. It would redefine the street edge and respond positively to the prevailing character of the conservation area which sees many of the historical buildings arranged in this way. The pedestrian entrance would be from Jersey Street into a communal lobby area. The bike store, resident’s amenity space, bin store and staff areas and parking for disabled people would be on the ground floor.

There would be five commercial units on the ground floor accessed from Jersey Street and the future area of public realm to the east of the site.



Ground floor layout

Floors 1-5 each contain 18 one and two bed apartments. Lift cores are positioned at either end of the building. There are 3 bed duplexes on the 6th floor and 7th floor provides the upper floor accommodation of the duplexes. The accommodation would be pulled back to reduce the buildings mass.

This would be a significant development in comparison with the existing vacant nature of the site. However, it would be in line with the emerging character for this part of Poland Street where buildings up to 8 are appropriate.

The massing of the building has been broken down into three distinct elements which is also reflected in its materiality.



Image of the appearance of the building from the corner of Jersey Street and Poland Street

Two building would have two main materials. A red/blue brick to the gable end blocks and the central link building in a glazed green profiled terracotta. Inset balconies would help to define the corners with Juliet balconies to the main façade.



Jersey Street façade

Large floor to ceiling heights to the ground floor commercial units would provide large areas of curtain walling and provide natural surveillance. Regular, deep window arrangement would relate to the historical mill buildings in the conservation area.



Brick detailing



Terracotta detailing

The implications for the conservation area are considered elsewhere in this report. There would be no unduly harmful significant visual effects. The development would be an early development acting, alongside the Mobility Hub, and act as a catalyst for future regeneration activity. As other developments come forward, the development would become part of a more established street scape.

Conditions would be used to ensure that the are acceptable to ensure the architecture is delivered to the required standard.

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

The site occupies a prominent corner at the junction of Jersey Street and Poland Street. The proposal would cover the majority of the site, at back of footpath.



Proposed landscaping layout

The footways around the site would be resurfaced and 4 trees would be planted on Jersey Street.

A courtyard at the rear of the building would provide a communal amenity space for the residents. This would include break out spaces as well as a garden area for larger social groups and contain trees, planting, seating and lighting. There would be a small external area along the eastern part of the building which would provide external seating for the commercial unit which would overlook a future area of public realm which would be delivered as part of public realm works in the area.



Image from within the courtyard

Final details of the hard and soft landscaping scheme would be agreed by planning condition.

Impact on Trees

One tree and one tree group were identified during the tree survey, both Category C (Low Value).

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management. The removal of the trees is required to comprehensively develop the site. It could not take place if the trees were incorporated into the scheme.

As the trees are in the conservation area, this application includes a notice of intent to remove the trees. Whilst this would remove soft landscaping, their overall value to the setting and visual amenity of the conservation area is neutral. The vegetation at the site is self seeded and unmanaged. The redevelopment and the significant regeneration benefits outweighs any loss of trees from the site.

In order to satisfy policy EN9, soft landscaping and trees are proposed, 18 trees would be planted in the courtyard and along Jersey Street. This would adequately compensate for the loss of trees in both quantitative and qualitative terms. This would also offer biodiversity improvements providing new habitats for wildlife and an enhanced setting to the building and wider street scene.

Impact on Ecology

The development would not result in any significant or unduly harmful impacts to local ecology as the site currently consists of hardstanding and scattered shrubs. The landscaping, street trees and bat and bird boxes would enhance green infrastructure and biodiversity and a condition would agree final details in order to comply with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

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

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

The following properties were assessed as part of the survey:

- Engels House
- Avro House
- 8-24 Navigation Street
- Flint Glass Works



Properties assessed for daylight and sunlight

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).

Engels House - South east of the application site

29 windows/29 rooms were assessed for daylight. The report concluded that all the windows/rooms surveyed would continue to fully accord with the BRE target for VSC and daylight. Sunlight impacts were not considered as there were no rooms which face within 90 degrees of due south.

Avro House - South east of the application site

31 windows were assessed, to 27 habitable rooms. 21 windows (68%) currently achieve the 27% VSC target. 10 windows do not. 27 rooms were assessed for NSL and currently meet the BRE criteria.

There would be one window affected as a result of the development with all the other windows currently meeting the VSC and NSL target without the development in place.

This window is a living/kitchen/dining room located on the first floor and would not meet the NSL and VSC daylight criteria. This room is located beneath a balcony and recessed into the building which makes it difficult for daylight to reach the window.

In terms of VSC daylight, the window is reduced by 21.8%, which is marginally short of the target reduction of 20% and therefore considered minor given the urban context of the site. There is a second window to the room, and the BRE guide states that, where a room is served by more than one window of similar sizes, the mean VSC can be calculated. The second window to this room would meet the VSC criteria. As such, whilst one window does not meet the BRE target, when the mean VSC is calculated between all windows, the room does. All rooms within the property would therefore meet the VSC daylight target.

The NSL daylight reduction with the proposal in place is 23.9%, which is marginally short of the 20% target reduction and therefore considered minor. The room would also be left with direct sky light to 70% of its area with the proposal in place, which is considered acceptable for the site's location in a dense, urban area.

No rooms face within 90 degrees of due south and, as such, an APSH assessment has not been undertaken.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is not considered to be unduly harmful to warrant refusal of this planning application.

8-24 Navigation Street – south of the application site

8 windows/8 rooms were assessed for daylight. The report concluded that all the windows/rooms would continue to fully accord with the BRE target for VSC and daylight. Sunlight impacts were not considered as there were no rooms which face within 90 degrees of due south.

Flint Glass Works - South west of the application site

40 windows were assessed, to 33 habitable rooms. 30 windows (75%) currently achieve the 27% VSC target. 10 windows do not. 33 rooms were assessed for NSL and 30 currently meet the BRE criteria. There would be no change in VSC for daylight.

Three rooms do not meet the criteria for NSL daylight. All of the affected rooms are reduced by between 20-30%, which is marginally short of the BRE target reduction of 20%, and therefore considered minor. Two of the rooms are bedrooms, which the BRE considers having a lesser requirement for daylight than principal habitable rooms such as living rooms and kitchens. Therefore, only a single living kitchen diner is affected by the proposed development.

The living kitchen diner which does not meet the criteria, located on the first floor, is a single aspect room with a deep floorplate in excess of 5m. The BRE guide states

that “if an existing building contains rooms lit from one side only and greater than 5m deep, then a greater movement of the no sky line may be unavoidable”. The design of the room makes it difficult to maintain existing light levels given the urban context and emerging height and density in the area.

There are 6 rooms which face within 90 degrees of due south and, as such, an APSH assessment has been undertaken which demonstrated that there would be no impacts as a result of the development.

Given the context of the site and with due consideration to the flexibility with which the BRE guide is intended to be used, the impact on daylight and sunlight to this property is not considered to be unduly harmful to warrant refusal of this planning application.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable. The proposal is separated from existing developments by the existing road network and Rochdale canal. This provides adequate separation distances to prevent no loss of privacy.

(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. This would be closely monitored during the works and 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 not in the Greater Manchester Air Quality Management Air (AQMA). The AQMA is located approximately 150 metres north of the site along Oldham Road. Roads which may be used by traffic associated with the construction and completed development maybe in the AQMA. The site is vacant, although previously developed, and close to existing homes on Jersey Street and around the canal. As the site is vacant any activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and that associated with the completed development. The canal is an ecological receptor. These are all highly sensitive for the purposes of considering air quality impacts.

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction. There would be emissions from construction traffic which will enter the site Poland Street and Jersey Street. There are also likely to be cumulative impacts if the Mobility Hub development along Poland Street is also under construction at the same time.

The impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured through the construction management plan condition.

When the development is occupied, local air quality is likely to be affected by potential increases in pollutant concentrations from exhaust emissions from traffic. However, based on the trip generation the impacts would be negligible, particularly when compared to the previous use of the site as an 88 space car park.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. No mitigation is required to minimise the impact when the homes are occupied. A travel plan would promote and encourage public transport use.

The development would be car free with the exception of two bays for disabled people, fitted within an electric car charging point. This would help support residents move away from petrol and diesel vehicles. There would be a 100% cycle space provision. Residents would have access to the car club and car share facilities and centralised deliveries system provided by the Mobility Hub. This is expected to further reduce trips in the area. There would also be 25% electric car charging infrastructure in the Hub.

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 mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

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 adjacent rail/tram lines.

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

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

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 building would have a 50.75 sqm internal refuse store serviced from a loading bay on Poland Street. It would accommodate 23 x 1100l Eurobins and 4 x 240l Wheelie Bins assuming fortnightly collections of which 11 would be for General non-recyclable refuse 11, 6 Paper / Card and 6 for plastic/Metal/Glass. There would also be 4 x 240 litre bins for organic food waste. The commercial units would have provision for 4 x 1100 litre Eurobins which would be collected weekly.

The bins would be stored in two small refuse stores adjacent to the two building cores. This would allow residents to use the stores as they exit the building. A larger refuse store, accessed by management, would act as a holding area. All refuse stores are to be mechanically ventilated. Management would move the full bins to the kerb side on Poland street and promptly move them back to the store when they have been emptied on collection day.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

All main entrances would be level. 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 with 10% of the apartments meeting fully accessible standards. 6 of the apartments are duplexes but have level access for visitors via lift and entrances all remaining apartments are single storey. There would be 2 dedicated parking space for disabled people created within the car park.

Flood Risk/surface drainage

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

A drainage statement, as part of the Environmental Statement, includes measures to minimise surface water run off in the form of blue roofs, which collects run off from buildings and attenuate at source in a blue roof system, with a controlled discharge to the surrounding network. In addition, the landscaping includes rain gardens to reduce flow rates. Further details complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form 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, A transport assessment indicates that the proposal would not have a minimal impact on the surrounding highway network.

This would be a car free development with the exception of two disabled bays, which would be fitted with an electric car charging point. 88 spaces would be removed as part of the proposals. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

Car parking demands, together with access to alternatives to car ownership such as car share and car club, would be provided within the Mobility Hub. 30 spaces would be allocated to this development (around 30% provision). At least 25% of the car parking in the Hub would be electric vehicle charging ready with the remaining spaces having the required infrastructure to be fitted as demand grows.

A similar arrangement would be put in place for other residential developments for the 1,500 homes which are expected to be built, rather than meeting car parking needs on individual schemes. This would create more active and pedestrian friendly streets and reduce car journeys in the area.

118 secure cycle spaces would be provided at the site. This development would also have access to the 150 spaces and infrastructure within the Mobility Hub.

A 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 created on Poland Street dedicated to the servicing of the development.

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

Designing out crime

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

Ground conditions

A ground conditions report notes that further investigations are required to inform the final remediation strategy. A piling condition is also required by the Environment Agency to prevent contamination in the ground seeping into the ground water during construction works. 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.

Construction management

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

Construction vehicles are likely to use Oldham Road and Great Ancoats Street which should minimise disruption on the local network. Consideration would need to be given to any cumulative impacts with the Mobility Hub if the two development are brought forward at the site time. The applicant is committed to communicating with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

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

Public Opinion

Comments have been received which both welcome the development and express concern about its scale and height. The proposal is in line with the height specified in the Poland Street Zone NDF. The the impact of the height on the conservation area has been justified. Whilst this would be a significant building, the impact on sensitive views in most cases would be beneficial and not unduly harmful. There would be a low level of harm to the conservation area as a whole, this is outweighed by the significant regeneration benefits.

The development would be car free and is located in a highly sustainable location., The car club and car share facilities in the Hub would be available to residents who want access to a car without car ownership. Car parking spaces would be available for those who have a car and there would be electric car charging spaces to encourage the move away from petrol/diesel vehicles.

Construction management issues would be carefully considered and a strategy agreed through the planning conditions. This would include ensuring a communication strategy is in place with residents and businesses to minimise disruption around the local highway network.

Permitted Development

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

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Poland Street Zone NDF specifically identifies the site for a development of up to 8 storeys and for a mixed use residential led scheme to meet expected housing and population growth in the area.

This proposal would contribute positive to the supply of new homes in the area by providing 118 one, two and 3 bedroom apartments along with commercial accommodation. Active frontages and high quality façades would make a positive contribution to the street scene and conservation area by removing this vacant site. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

The building and its facilities are also fully accessible to all user groups. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

There would be some localised impacts on the conservation area with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially, economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

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

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner 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, traffic and air quality impacts. Further work and discussion have taken place with the applicant through the course of the application. 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

2672-PLA-XX-XX-DR-L-0001, 2672-PLA-XX-XX-DR-L-1000, 2672-PLA-XX-XX-DR-L-1001, 2672-PLA-XX-XX-DR-L-1002, 2672-PLA-XX-XX-DR-L-2000, 2672-PLA-XX-XX-DR-L-3000 and 2672-PLA-XX-XX-DR-L-4000, BA-XX-00-DR-A-(01)003, BA-XX-XX-DR-A-(04)001, BA-XX-XX-DR-A-(04)001, BA-XX-XX-DR-A-(04)103, BA-XX-XX-DR-A-(05)001, BA-XX-XX-DR-A-(05)002, BA-XX-XX-DR-A-(05)003, BA-XX-XX-DR-A-(05)010, BA-XX-XX-DR-A-(05)011, BA-XX-XX-DR-A-(06)001, BA-XX-XX-DR-A-(07)001, BA-XX-XX-DR-A-(07)002, BA-XX-XX-DR-A-(07)003, BA-XX-XX-DR-A-(07)004, BA-XX-XX-SH-A-(09)001 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

9033-BA-XX-00-DR-A-(04)010, 9033-BA-XX-XX-DR-A-(21)131, 9033-BA-XX-XX-DR-A-(31)101, BA-XX-XX-DR-A-(05)012, BA-XX-XX-DR-A-(05)013 stamped as received by the City Council, as Local Planning Authority, on the 14 July 2021

Supporting Information

Design and Access Statement by Buttress, Heritage Assessment by Buttress, Archaeological Desk Based Assessment by Buttress, Flood Risk Assessment and Drainage Strategy by Curtins, Environmental Standards and Energy Statement by Buro Happold, Sustainability Statement by MLDC/ Buro Happold, Acoustic Report by Sandy Brown, Air Quality Assessment by Hoare Lea, Phase 2 Geo-environmental Survey (including Ground Gas Assessment) by E3P, Ecology Report by Tyler Grange, Arboricultural Impact Assessment and Method Statement by Tyler Grange, Transport Statement by Hydrock, Framework Travel Plan by Hydrock, Framework Construction Management MLDC, Local Benefit Scheme by MLDC, Crime Impact Statement by GMP, Ventilation Strategy by Buro Happold, Daylight and Sunlight Impact Assessment by GIA, TV Reception Survey and Broadband Connectivity Assessment by Pager Power, Residential Management Statement by MLDC, Financial Viability Assessment by Savills, Statement of Consultation by Deloitte LLP, Planning Statement by Deloitte LLP

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021

Phase 1 Geoenvironmental Assessment, Manchester Life Phase 3, Land to the north of Jersey Street, E3P, Reference: 13-729-R1, Dated: 14 February 2020, Calibration certificates Dated 2018 to 2021, and Waste Management and Servicing Strategy (including MCC's Waste Proforma) by Buttress stamped as received by the City Council, as Local Planning Authority, on the 5 July 2021

Design and access statement 'Window Soffits' Addendum stamped as received by the City Council, as Local Planning Authority, on the 14 July 2021

Drawings 9033-CUR-XX-00-DR-C-92501-T02, 515-100XR-40CC-50F network results, 9033-CUR-XX-00-DR-C-92520-T01, 9033-CUR-XX-00-DR-C-92514-T01, 9033-CUR-XX-00-DR-C-92513-T01, 9033-CUR-XX-00-DR-C-92512-T01, 9033-CUR-XX-00-DR-C-92511-T01, 9033-CUR-XX-00-DR-C-92500-T01 and 2672-PLA-XX-XX-DR-L-3000 stamped as received by the City Council, as Local Planning Authority, on the 9 July 2021

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

3) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

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

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

5) Notwithstanding the Flood Risk Assessment and Drainage Strategy by Curtins stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and drawings 9033-CUR-XX-00-DR-C-92501-T02, 515-100XR-40CC-50F network results, 9033-CUR-XX-00-DR-C-92520-T01, 9033-CUR-XX-00-DR-C-92514-T01, 9033-CUR-XX-00-DR-C-92513-T01, 9033-CUR-XX-00-DR-C-92512-T01, 9033-CUR-XX-00-DR-C-92511-T01, 9033-CUR-XX-00-DR-C-92500-T01 and 2672-PLA-XX-XX-DR-L-3000 stamped as received by the City Council, as Local Planning Authority, on the 9 July 2021, (a) the development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during the critical 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building; - some discrepancies between drainage layout, Windes model and manhole schedule (some pipe sizes differ), clarification needed.
- Hydraulic calculation of the proposed drainage system; to be updated as per above; and
- Construction details of tree pits.

(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).

The above conditions is required as it is essential that an adequate drainage system is designed for the development.

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

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

- i) an evaluation through a 'strip, map and record' excavation;
- ii) and archaeological watching brief during ground-breaking works across the line of the former canal
- iii) dependent on the above, more detailed excavation (subject to a separate WSI).

2. A programme for post-investigation assessment to include:

- production of a final report on the investigation results.

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

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

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

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

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

7) a) Notwithstanding the Phase 2 Geo-environmental Survey (including Ground Gas Assessment) by E3P stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and Calibration certificates Dated 2018 to 2021 and Phase 1 Geoenvironmental Assessment, Manchester Life Phase 3, Land to the north of Jersey Street, E3P, Reference: 13-729-R1, Dated: 14 February 2020 stamped as received by the City Council, as Local Planning Authority, on the 5 July 2021, the

development shall not commence until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Further site investigation has been recommended to delineate contamination hotspots including within the former canal arm (determine the risks from VOCs, SVOCs and mercury);
- A detailed DQRA has been recommended with a vapour risk assessment, this would include:
 - o Installation of vapour monitoring wells with specialist Tenax Sorption Tubes
 - o DQRA of sorption tube analysis to assess the potential risk to the proposed dwellings.
 - o Completing speciation of the elevated mercury samples to understand the type of mercury that is present and if it poses a theoretical vapour risk.
- The risk assessment refers to a basement/undercroft parking but this is not the case. There are commercial units, bike stores and bin stores on the ground floor with no large basement excavations so the risk assessment needs to take this into account as the made ground may not be fully removed.
- Submission of a detailed Remediation Strategy which should refer to our Land Contamination supplementary planning guidance regarding the depth and validation of clean cover systems.

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 residential element of the development.

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

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

8) The development shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval 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/local businesses;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

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

9) Prior to the commencement of the development, 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. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

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

10) The window reveals and soffits for the development shall be carried out in accordance with window soffits addendum to the design and access statement and drawings BA-XX-XX-DR-A-(05)012 Rev P02 and BA-XX-XX-DR-A-(05)013 Rev P02 stamped as received by the City Council, as Local Planning Authority, on the 14 July 2021

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

11) 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 associated with the development 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).

12) Prior to the installation of the boundary treatment, details of the boundary treatment shall for the development be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - To ensure that 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.

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

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

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

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

Reason - 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).

14) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement by Buro Happold, Sustainability Statement by MLDC/ Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

15) Notwithstanding drawings 2672-PLA-XX-XX-DR-L-0001, 2672-PLA-XX-XX-DR-L-1000, 2672-PLA-XX-XX-DR-L-1001, 2672-PLA-XX-XX-DR-L-1002, 2672-PLA-XX-XX-DR-L-2000, 2672-PLA-XX-XX-DR-L-3000 and 2672-PLA-XX-XX-DR-L-4000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, (a) prior to any works commencing on the hard and soft landscaping scheme (including appropriate materials, specifications) details shall be submitted for approval in writing by the City Council as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element 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.

16) (a) Prior to the first occupation of the development, 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. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall 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).

17) (a) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to the first use of each commercial unit as indicated on drawing BA-XX-00-DR-A-(04)000, a scheme of acoustic insulation for the commercial units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first use of each of the commercial units, 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. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

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 - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

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

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq
Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first 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. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

19) The development shall be carried out in accordance with the Waste Management and Servicing Strategy (including MCC's Waste Proforma) by Buttress stamped as received by the City Council, as Local Planning Authority, on the 5 July 2021. The details of the approved scheme shall be implemented prior to the first use of the residential element and shall remain in situ whilst the use or development is in operation.

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

20) Prior to the first use of each of the commercial units, as indicated on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

21) Prior to the first use of each of the commercial units as indicated drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as

Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

22) 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. Prior to the first occupation of the development, full details of such a scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

23) 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.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

25) The commercial units hereby approved, as indicated on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30

Sundays (and Bank Holidays): 10:00 to 22:00

There shall be no amplified sound or any amplified music at any time within the unit.

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

26) The commercial units as shown on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

27) The commercial units, as indicated on BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, can be occupied as Use Class E (excluding convenience retail and a gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

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

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

29) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge 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.

31) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 11 May 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 for the development 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).

32) Prior to the first occupation of the residential element, the 118 space cycle store shall be implemented in accordance with drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 and thereafter retained and maintained in situ.

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).

33) Prior to the first occupation of the residential element of the development hereby approved, the two disabled car parking spaces, as indicated on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021 shall then be implemented, made available and remain in situ for as long as the development remains in use.

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

34) Prior to the first occupation of the residential element of the development, a scheme of highway works and details of footpaths reinstatement/public realm for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Footway reinstatement including provision of street trees and tactile paving;
- Dropped crossings to facilitate entrance to the car parking spaces
- Introduction of Traffic Regulation Orders within the vicinity of the development
- Creation of a loading bay to Poland Street.

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

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

35) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 11 May 2020, within one month of the practical completion of the development, 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 to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing 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.

36) Prior to the first occupation of the residential element, the installation 2 7kw fast charging electric car charging points to the disabled bays, as shown on drawing BA-XX-00-DR-A-(04)000 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, shall be implemented and remain available for as long as the development is in.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

37) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

38) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

39) Prior to the first occupation of the development, a signage strategy for the entire buildings 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 for the development 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).

40) All windows at ground level with the exception of the WC and, 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.

41) 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.

42) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason – In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

43) 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) as indicated on drawings BA-XX-08-DR-A-(04)008 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021. 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).

44) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

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

45) Notwithstanding drawings BA-XX-XX-DR-A-(07)001 and BA-XX-XX-DR-A-(05)002 stamped as received by the City Council, as Local Planning Authority, on the 11 May 2021, prior to any above ground works, final details for the corner of the building at Jersey Street/redundant canal arm, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved elevations shall then be implemented as part of the development.

Reason – In the interest of the visual amenity of this part of the building and the proper planning of the area pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers

will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer.

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: 130354/FO/2021 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
Greater Manchester Police
Historic England (North West)
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
National Amenity Societies
Greater Manchester Ecology Unit
Work & Skills Team
Environment Agency
Greater Manchester Archaeological Advisory Service**

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

Representations were received from the following third parties:

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

