

Application Number	Date of Appln	Committee Date	Ward
129923/FO/2021	29th Apr 2021	29th Jul 2021	Hulme Ward
129924/LO/2021			

Proposal 129923/FO/2021 - Full planning permission for the creation of the Embassy Village (Sui Generis) comprising 40 single-occupancy residential accommodation pods; a site reception pod; a flexible multi-use 'Village Hall' providing internal amenity space, and a staff accommodation pod, four car parking spaces and cycle parking provision; soft and hard landscaping; drainage arrangements; servicing and access arrangements; and other associated works.

129924/LO/2021 - Listed Building Consent for the installation of drainage infrastructure adjacent to and within the canal wall.

Location Land Bound By The River Medlock, Bridgewater Canal, Hulme Lock Branch Canal And Egerton Street, Manchester, M15 4LE

Applicant , Embassy, C/o Agent

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

EXECUTIVE SUMMARY

The proposal is for the creation of managed supported housing for homeless people within 40 converted shipping containers stacked in two storeys beneath the arches of the railway and tram viaducts. There would be external and internal amenity and training areas, 20 cycle parking spaces and 4 parking spaces. Drainage works would be undertaken to the canal wall.

There have been 18 objections and 43 representations supporting the proposal.

Key Issues

Principle of use and contribution to regeneration: The development is in accordance with national and local planning policies and the scheme would bring much needed support for homeless people in a highly sustainable location.

Design and Heritage: The shipping containers would be clad in materials to match the industrial character of the area and would be located beneath the arches, maintaining the character and appearance of Castlefield Conservation Area. The proposal would have minimal impact on the listed canal structure or on the settings of nearby heritage assets.

Residential Amenity: The development would not have an impact on existing residents through overlooking and a management regime would control noise and

activity on the site. An acceptable level of amenity can be achieved within the accommodation for future residents.

Access: The proposal would achieve an acceptable level of access for disabled persons into and within the site given the nature of the proposal and the site constraints.

Climate change & Sustainability: The site is in a highly sustainable location and it would include measures to mitigate against climate change and flooding. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Background to applicant

Embassy is a Manchester based charity which began by re-purposing a luxury tour bus as a high-quality homeless shelter (Embassy Bus). When the COVID-19 lockdown commenced, the short-term accommodation provided by the Embassy Bus could no longer operate, and as such Embassy took on a number of houses to continue providing emergency shelter. Embassy believes access to a safe, personal space and residential accommodation is critical to the individual's wellbeing.

Embassy has now developed a model which places these individuals into properties leased by the charity in Manchester, Salford and Bolton where residents have their own room. As such, Embassy now operates as a housing provider rather than a shelter and the proposals within this application form part of this new direction for the Charity.



Description of Site

The application relates to a 0.61 hectare site located in 22 railway arches underneath 2 transport viaducts. It is bounded by the River Medlock, Bridgewater Canal, Hulme Lock Branch Canal. Egerton Street/Ring Road forms the final site boundary. The site is in Castlefield Conservation Area.

Listed buildings and structures within 250m of the site are Hulme Lock Branch Canal; Bridgewater Canal Basin at Potato Wharf; Churchyard Walls, Gate Piers and Gates at Church of St George; Worsley Mill (Former Canal Flour Mills; Manchester South Junction and Altrincham Railway Viaduct; and Castlefield Railway Viaduct from G-Mex to Dawson Street, all Grade II Listed, as well as the Church of St George (Grade II*).

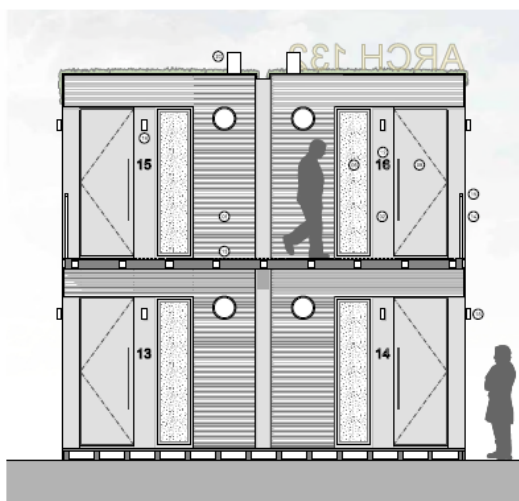
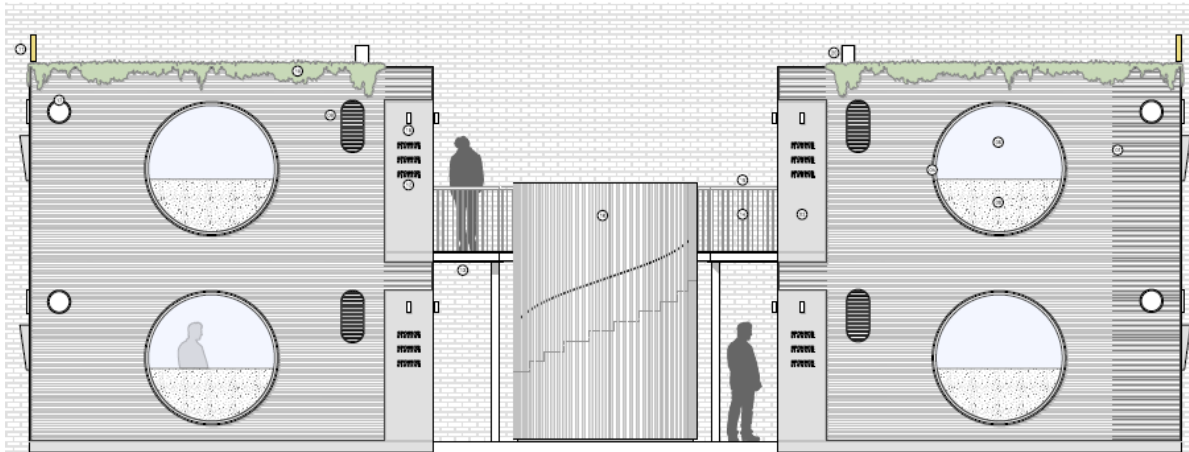
The Hulme Lock Branch Canal is adjacent to the site to the south. The site is accessible via a single gated entry from Egerton Street. The site slopes down from the road, away from the entrance off Egerton Street. The site is dominated by hardstanding with small strips of vegetation along the banks of the watercourses, predominantly to the north, fronting the River Medlock. Until recently the site was used as a surface level car park and for cold storage. Over time the site has become increasingly overgrown and subject to misuse and anti-social behaviour including flytipping. Five of the arches are currently unoccupied shell structures.

The site is close to a number of homes beyond the canal to the south and south west and beyond the River Medlock to the north. The separation distance between the proposal and St George's Island is c. 26m and it is 24m from Vie Building.

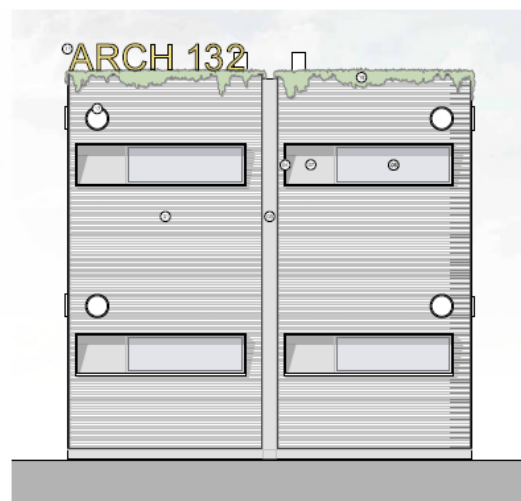
Beyond the canal to the south are some ground floor commercial uses and to the north beyond the canal is Porcelanosa, a warehouse retail unit and associated surface level car parking. To the north east beyond Egerton Street are a number of residential buildings and industrial units providing a variety of uses.

Description of Development

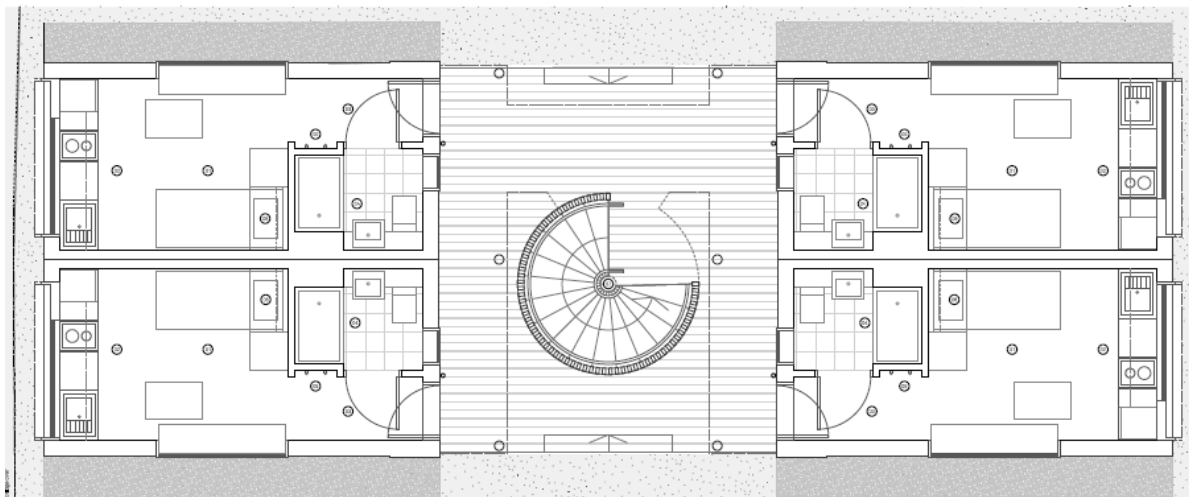




Inward-Facing Elevation A



Outward-Facing Elevation B



Consent is sought for the creation of a facility formed from a series of adapted shipping containers to be known as The Embassy Village, which would provide housing and associated support services to homeless men (Sui Generis use).

It would involve a 2 storey development comprising four key elements: 40 single occupancy living units, the Village Hall, the site reception pod and the staff

accommodation pod, all formed from adapted shipping containers. The accommodation pods would be grouped in clusters of eight, beneath five of the viaduct arches. The plans include a clean up of the entire site to remove fly-tipped materials and graffiti, creation of a level site where surfaces are uneven and demolition of the existing cold stores beneath the railway viaduct to open up the site to facilitate vehicle access.

In more detail the facility would comprise the following:

- 40 housing pods would have an area of 15.5 sq. m (GIA) inclusive of a bedroom, living area, kitchenette, en-suite bathroom and storage. The pods would provide modular temporary homes, each with their own front door for a maximum period of 2 years (occupation would typically average 4-12 months with a maximum stay of 2 years for those needing more support);
- A 12 sq. m (GIA) Site Reception / Entrance pod at the access point fronting Egerton Street;
- An 84 sq. m (GIA) flexible multi-use 'Village Hall' providing internal amenity space, including assisted cooking and laundry facilities, a staff/ site office, one-to-one counselling / meeting room (110 sqm);
- A 37 sq. m (GIA) staff accommodation pod;
- Outdoor amenity spaces, including allotments, seating and dining areas and an activity pitch. The activity pitch / sports area would be located to the east of the site, beneath one of the viaduct arches to minimise potential noise disturbances from sporting activities. Growing spaces / allotments would be located along the southern edge of the site, as part of the proposed external amenity space, to take advantage of the sunlight exposure (c2,750 sqm);
- Cycle parking provision (20 spaces) and staff cycle parking provision;
- 4 staff car parking spaces (including one accessible space);
- Soft and hard landscaping (paving and planting would be set back from the canal edge by 500mm. The areas adjacent to the coping stones of the canal wall will be treated with surface level materials to avoid the need to disturb any below ground structures);
- Installation of drainage infrastructure adjacent to and within the canal wall;
- Installation of lighting comprising: decorative festoon lighting installed at a high level within the viaduct arches; wall mounted lighting within the viaduct arches; pod lighting – fitted externally to illuminate the stairs, walkways and entrances to pods; low level bollard lighting for walkways fronting the River Medlock to the north and Hulme Lock Branch Canal to the south.

The site would have a single point of access from Egerton Street marked by a reception pod. This would include a reception desk, from which pedestrian and vehicular access is controlled and an area for searching arriving residents. Individual post boxes for residents would also be located in this area.

There would be a refuse store in a service area and management staff would wheel the bins to the collection point on collection day where the bins would be emptied and moved back to the refuse store promptly.

The staff accommodation pod would allow a 24-hour staff presence on site to facilitate security and management outside normal office hours. The staff pod would

use the same modules as the main accommodation pods but would combine two together to achieve a 37 sq. m floorspace. A small area of private amenity space is proposed for the staff accommodation pod, located to the north fronting the River Medlock. The temporary accommodation pods would be stacked in clusters of 4; 2x ground and 2x upper floor units.



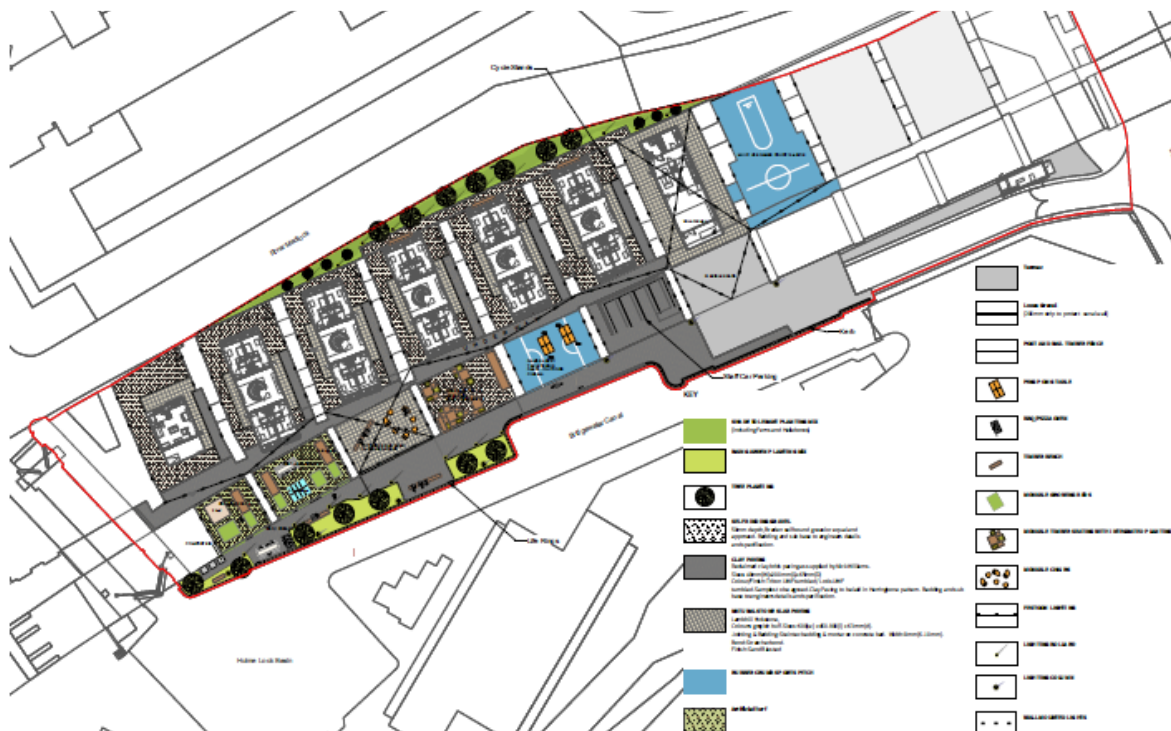
Within each arch the accommodation clusters would form sheltered inward facing courtyards with a cladded external stair linking the upper and lower dwellings. Access to front doors would be off the courtyard, which serves as a shared space that the residents would have a level of responsibility for maintaining. The pods would be arranged with the front doors opening from the inner courtyard with outward / water facing living spaces. The shower rooms are located to face the inner courtyard to maximise the outward facing living spaces.

The design uses shipping containers, which would be dressed internally and externally with fit out and cladding materials. Externally this would be a micro profile corrugated metal cladding. The design of the pods has been influenced by the need to mitigate the acoustic and vibration impacts of the location. The acoustic performance of all building elements aims to achieve the maximum acoustic rating reasonably possible, with particular attention paid to the low-frequency vibrations transmitted via the viaduct. This process has informed the design of the walls and cladding.

The temporary homes would create a small community supported by the services provided in the 'Village Hall', which would become a central hub and training and mentoring facility for residents, as well as for community events and day-to-day social gathering. The Village Hall would comprise 6 no container units, 5 of which form the internal space. The sixth container would provide sheltered external amenity space.

The site would be landscaped to facilitate wider communal activities and amenity areas including: resident-managed allotments; games and sports areas; external relaxation and dining; and flexible training and outdoor activity areas. These spaces would be set within individual railway arches. The external public realm would comprise the following:

- Embassy Waterside (to the north of the site) - intended as a reflective seating space;
- Bridgewater Gardens (to the south of the site) - a space for residents to interact;
- A central 'street' connecting the residents' properties and the more social community zones;
- Smaller seating areas that allow slightly more privacy and sense of ownership are proposed surrounding the residents' homes aimed at providing a welcoming and safe atmosphere; and
- Planting along the canal to include containerised trees and planting beds or 'rain gardens'.



An Operational Management Strategy submitted in support of the application includes a Framework Water Safety Plan.

Residents would be provided with support facilities to secure employment and eventually to resettle in private rented accommodation. The accommodation would only be available to male residents for the following reasons: having residents of the same gender makes enforcement of the management strategy manageable; men make up the largest cohort of homeless people in Manchester and are lower on the

priority list for Local Authority accommodation. As such, focusing services on providing for men initially is where the applicant believes they can have the biggest impact.

Residents would be required to engage in Embassy's training programme for key skills, eg budgeting and money management and cooking. It is intended that the combination of a safe, consistent place to stay enables them to gain confidence and independence, build up physical and mental resources, address the issues that have kept them on the street and access work and housing opportunities.

Residents would pay rent supported by housing benefit. This should also generate longer term benefits such as improving overall wellbeing, giving back, independence and providing mentoring to encourage resettlement. The Embassy charity would continue to work with their corporate partners to provide opportunities to employ residents who stay with them, allowing them to save a deposit and be guided through the process into private rental accommodation.

Residents would not be allowed to have visitors to the accommodation pods. The development would be run as a 'damp' site regarding alcohol, which means that residents can enter Embassy Village if they have had a drink but there is no alcohol allowed on site. The charity has successfully operated this system since the outset and found it to be realistic and effective. Everyone entering the site would be searched as part of Embassy's management and security model.

The site would be staffed during normal office hours by the presence of Embassy staff. The staff accommodation pod would provide overnight accommodation for one person who would permanently live on the site to provide staffed presence outside normal office hours. The live-in staff would be able to monitor access into and out of Embassy Village and enforce behavioural rules within the site, such as quiet times.

The site would operate a strict management policy which includes a zero-tolerance policy of drug and alcohol consumption onsite. There would be strict rules on minimising noise after hours and ensuring cleanliness across the site and residents would not be able to receive visitors to site without prior approval. As Embassy operates as a housing provider rather than a shelter, potential residents would be interviewed and triaged. Only those who are ready and keen to work and improve themselves would be offered accommodation at the development.

The operating model gives residents responsibility for their own space, care of communal areas and access to their own cooking facilities and a communal kitchen. This would mean that their living space dovetails with the stepping stones set out in their training programme, including setting a meal plan, developing their cooking skills, care for their own needs and managing a budget.

Whilst the temporary accommodation pods would not be wheelchair accessible, all areas that can receive visitors, including the communal areas, the staff accommodation and the Village Hall would be fully accessible.

Part of the Hulme Lock Branch Canal wall is in the site boundary and is the subject of the Listed Building Application being considered as part of these proposals. Due

to the layout and topography of the site, some of the surface water drainage is adjacent to and within the canal wall. A drainage channel would need to be dug parallel to the canal wall for a small section to the east of the site. The depth of the drainage channel would be between 500mm and 800mm. A drainage outfall would be provided in the south western corner of the site within the canal wall. The outfall would be submerged at a depth of 24.95m (the water level is at 25.20m). The exact location of the drainage outfall will be determined following site investigation works, and in full consultation with MCC.

In support of the application the following is set out within the submission:

- The proposed development has been designed taking into consideration the pressures of homelessness in Greater Manchester and presents a unique and valuable opportunity for the Embassy Charity to continue its work and operations in one location; providing men who have experienced homelessness or who are at risk of homelessness with private residential accommodation as well as structured training, mentoring and access to work opportunities;
- It is not unusual for single homeless people to have no other option than to spend years in shelters before local authority housing becomes available. Embassy's approach is to reintegrate vulnerable people back into society by helping them find work and a home of their own, reducing pressure on local councils;
- Embassy is looking to be a staging post for those keen to learn to manage a budget and a home and get into full time work. Embassy's aim is to reintegrate homeless men into the work force and private sector housing without the need to rely on benefits. As well as saving society money, it is about improving the self-esteem and life chances of men who have longed to get on their feet and contribute to society again;
- Embassy works hard with their residents to build their confidence and life skills so they can contribute to society again;
- Embassy operates as a housing provider rather than a shelter and all potential residents are interviewed and triaged. Only those who are ready and keen to work are offered accommodation;
- Within the development, vulnerable people would be housed and then surrounded by the support and training they need to leave the cycle of homelessness;
- The location benefits from excellent pedestrian and cycle access to Manchester City Centre, providing easy access to supporting services and employment opportunities.
- With homelessness across the UK and Greater Manchester rising and estimates of over 5,500 homeless people across Greater Manchester alone, the Embassy Village has the potential to become a major force for good in Greater Manchester's fight to end homelessness;
- The development of this land would benefit the local area and residents following a clean-up and the introduction of a high quality architectural and landscaping proposal and positive, managed community activity;
- A modular approach could allow for the gradual growth of the scheme as funds are raised over time, with minimal disruption caused by installation of pre-fab pods;

- The charity Embassy has a significant track record and positive experience operating a successful resettlement programme of a similar nature and have a wealth of experience and knowledge will ensure the smooth running of operations;
- The development is the next stage in providing accommodation and supporting services to its residents and the charity would implement its experience and management measures that are tried and tested to ensure successful management. With Embassy's experience and proposed management measures, they are confident that their comprehensive and 24/7 site management strategy will successfully mitigate any security concerns;
- Within the proposed Operating Strategy, illegal activity would not be tolerated, and all staff are trained in safeguarding measures. Any attempts to buy or sell or use illegal substances at the development would lead to a resident losing the accommodation. Theft and vandalism would also not be tolerated. There are also provisions regarding discrimination and violence. The Charity upholds a culture where people are not victimised based on difference of race, religion, sexual orientation or any other reason. There would also be provisions in tenancy terms to address repeated undesirable and anti-social behaviour which affects other residents or staff or the facilities.

Consultations

Publicity - The proposal has been advertised in the local press, site notices have been displayed and occupiers of neighbouring properties have been notified. 18 neighbours have objected to the planning application and 43 members of the public support the application, as follows:

Support

No one should have to sleep on the streets and it could happen to any one of us.

This project could be a pilot for the UK.

This is an excellent model that will help to meet a need, create a shorter route out of homelessness, break the cycle of long term homelessness, unburden the Council's housing waiting list and create huge savings to the public purse and the NHS. With the increase in homelessness following Covid, now is the time to find innovative and brave solutions.

The routes for homeless people either through the Council or charities are oversubscribed and this project will provide much needed extra capacity. There is a shortage of council housing in Manchester and the homeless are placed in poor housing conditions.

It will provide safety, security, support, someone to listen, a sense of belonging for homeless people and a community ethos. Crucially it includes teaching life skills, how to manage a home and getting people back into employment, with Embassy having agreements with 14 corporate partners.

The Embassy Bus had a real impact on homeless people's lives and the Village can go further. It is well thought through and will have a real lasting impact on people's lives.

Embassy is well staffed, well maintained, well managed and effective.

This is a great use of land under the arches that is not being utilised in any good way and is currently an eyesore. The design is a new, fresh and creative one that would compliment the surrounding area.

Objections

Noise – The proposal would create a noise nuisance to existing residents. The proposed seating and communal areas are adjacent to block 1 of St George's Island, creating noise disturbance. On hot nights would the accommodation be bearable or would residents congregate in the outdoor communal area as they cannot sleep? Residents would congregate outside a lot due to the dark small living quarters.

Noise and vibration – The Noise Report assumes consistent noise levels throughout the day and night, but the noise of trains at night is much noisier when very long heavy freight trains use the rail network. Is it fair to expect people to sleep under train and tram tracks when the trains would vibrate the pods? Sirens from ambulances also cause disturbance at night and there is heavy traffic noise on Regent Road.

Crime, Security & Anti-social behaviour – One on-site live-in member of staff does not seem to be enough to prevent anti-social behaviour and people gaining access to the site who could cause problems. There needs to be a high ratio of staff to ensure risks are appropriately addressed.

There are no details of what form the Zero Tolerance approach would take and how it would be enforced. What happens if a resident is refused access? Would they be left to remain in the local neighbourhood for the night, which is concerning if they are under the influence of drugs/alcohol? The Zero Tolerance policy on drugs on site would result in residents loitering and taking drugs in the surrounding area, leading to crime and anti-social behaviour.

It could create a focal point for homeless people to congregate and an increase in rough sleeping and anti-social behaviour in the area if people arrive trying to get a bed.

The surrounding area is inadequately lit.

There is enough anti-social behaviour already in the area with gangs on bikes, muggings, drug dealers, knife crime, noise and disturbance from inebriation and the effects of drugs, car break-ins and windows of apartments being smashed – the proposal could lead to an increase in this.

There will be an increase in St George's Island being used as a thorough-fare and therefore an increase in petty crime at St George's Island, something that is already a problem. Additional policing should be provided on the canal towpath.

People or goods could cross the narrow canal to St Georges Island.

Lots of beggars in the City Centre follow people and are intimidating.

Many female residents are concerned with the proposition of a site containing 40 men so close to their homes.

Residential balconies, where people wanting to bring up young families live, would be less than 20 metres away from the site where 40 homeless men with their associated problems would be housed.

The Crime report is misleading as it is based on the last 12 months when the public was locked down so does not show the true crime statistics.

If crime increases in the area as a result of the site, will the project be pulled?

Lack of Curfew

Why create a separate charity rather than working through the meaningful initiatives to create long term solutions to homelessness in a strategic way that the City Council leads? The City already operates the GM Housing First project, which is homing vulnerable people in proper housing with a proven supporting social care infrastructure. The proposal is for shipping containers under noisy railway arches, effectively creating a privatised flavela.

Question the business model and funding:

Zero tolerance to drugs and alcohol – recovery includes cycles of relapse so what will happen to the service user if they relapse? Where will they go? Will support simply stop?

The 24 hour warden service would require at least 6 full time members of staff, which would be expensive.

6 month tenancy is very short and 6 hours of 1:1 counselling support is only just adequate and would be expensive.

Funding - Assuming the project is funded on rental incomes paid via housing benefit, the initial investment and promised services will be very expensive meaning pressure to have the shipping containers fully occupied.

When someone gets paid employment the housing benefit paid directly to the housing provider tapers off sharply – how will the charity break the cycle of benefits if it is reliant on housing benefit and support income to fund the project and support costs? With the post Brexit and Covid period of economic hardship, corporate funding may come under pressure. How would the site maintain its funding?

Given the above, would there be a steady supply of homeless people willing to enter a zero tolerance project? In order to recoup the investment would the zero tolerance policy be relaxed or service delivery costs cut? What would the Council put in place to ensure that regular audits are in place to ensure that the promised standards and services are maintained?

Flavelas are notoriously difficult to integrate into cities especially regarding maintenance. Manchester City Council has no experience of providing council services to a flavela or integrating it into the wider community.

If the project no longer receives funds would the residents be abandoned and no longer overseen by Embassy staff?

Not enough information on who would be eligible eg would convicted sex offenders be permitted? How would residents be vetted?

The project is sexist being a male only site with no provision for women.

Water Safety – There is no barrier from the recreational area leading directly to the canal.

Increase in activity - The development will increase activity on the canal towpath that leads to the city centre. Action should be taken to reduce traffic on the path by directing cyclists away from the path and onto the many cycle lanes.

Out of Character with Area - This experiment is best done outside the city centre on brownfield sites. This area is being heavily invested in with luxury homes alongside businesses and high-end social venues and the City Council has achieved so much in terms of regeneration of the area – the Embassy Village would be better suited to an area with an edgier aesthetic, such as the Northern Quarter. There are much more appropriate uses for this urban heritage site.

Visual Amenity – The containers do not blend in with or enhance the local area. The proposed corrugated metal cladding is not in keeping with the area and looks terrible. The development should be in keeping with Castlefield and use brick, stone, terracotta, finished concrete etc. Over time, the containers may become rusty, corroded, age badly, crumble or gather moss and the area might not be maintained and could start to look derelict.

Inappropriate to use Shipping Containers as Homes and Inappropriate Site – It is unclear where cooking, washing, toilet facilities would take place. Having clothes lines and people cooking outside would look awful and be out of keeping with the surrounding area. The use of poorly insulated metal boxes under a dark, dusty and noisy archway is not a conducive environment for achieving reform and does not give the residents any dignity. A better solution would be to integrate more affordable housing into the many developments already being built or convert the many empty buildings in Manchester, or locate the village in one of the many empty buildings or sites within the city that would be better suited to housing.

This will attract and increase the number of homeless people moving to Manchester. State wide intervention is needed not a small short-term stunt.

Loss of privacy – Trees and bushes should be planted on the Vie side of the site to help maintain the privacy of apartments.

Light pollution due to use of the external areas.

Loss of Parking - the land is currently used for communal parking, which is desperately needed in the area. This should be offset elsewhere.

Over-Development – There is a saturation of development in the area. Housing 40 individuals is too big a development in a small space.

Green Space – the site should be used as public green space, particularly given the importance of these spaces following the COVID-19 pandemic and the increasing number of young families in the area.

Wildlife, Biodiversity and Conservation – The site is a haven for wildlife with Canada geese and swans raising goslings and signets, as well as herons and other birdlife using the site. Redevelopment would threaten this biodiversity and conservation. Two swans are nesting on the bank of the River Mersey adjacent to one of the arches – these should be protected before, during and after development.

Plans should include the clean up of the archway and historic lock to the Ship Canal

Concern of Fire Risk - the St George's Island and Vie buildings are not fire safe. Also, they require extensive work to sort out the fire risk, which would have an impact on Embassy residents.

Leaseholders are already under emotional and financial strain due to the building cladding scandal and do not need further upset from this proposal.

Property values – with the building cladding issue most owners of apartments in the area are already struggling to find buyers: the Embassy Village in close proximity would make these properties even less desirable to purchasers and renters.

Consultees

Highway Services - Suggests conditions regarding electric vehicle charging, cycle storage, travel plan and off-site highway works be attached.

Environmental Health - Recommends conditions regarding construction, lighting, noise, waste, hours of outdoor pitch activity, contaminated land and air quality.

MCC Flood Risk Management - Advises that the site is now transgressed by Flood Zones 2 and 3 following a recent update to the Environment Agency flood model. Recommends conditions regarding drainage.

Homelessness Directorate - We support new homeless accommodation in the city if it meets the standards and levels of support that we would expect to see in homeless services run and commissioned by the council already operating in the city. This includes the requirements that:

- The accommodation provided is in suitable premises that balances the support needs of individuals in the accommodation with the local community.
- The accommodation is safely run and managed, and there are enough staff on site to manage and support the number of residents at all times.
- The service meets all the requirements for safeguarding of vulnerable adults, and all identified risks are assessed and managed.
- The provider has experience of delivering accommodation and support to homeless people and takes a strengths-based approach, providing tailor-made support interventions to people that will enable them to develop the skills necessary to move to independence. Staff are trained and experienced in supporting and working with homeless people.
- The service is managed in accordance with the vision and values of the Manchester Homeless Charter and the Manchester Homelessness Partnership.

Greater Manchester Police - Recommends the layout and security measures within the Crime Impact Statement be carried out.

Environment Agency – No objections subject to the mitigation measures in the Flood Risk Assessment (FRA) being carried out and conditions regarding contamination, piling and surface water drainage.

Transport for Greater Manchester - No objection in principle but Construction Management Plan (CMP) should include statements of construction and risk assessment relating to Metrolink.

Greater Manchester Archaeological Advisory Service - The proposal has no archaeological implications.

Greater Manchester Ecology Unit – Recommends a bat survey condition.

United Utilities Water PLC - Recommends conditions regarding drainage.

Manchester Water Safety Partnership - In addition to the proposed management plan the Water Safety Impact Statement & Risk assessment should be completed and the findings implemented and reviewed annually. One staff member overnight should be reviewed. The "What Three Words" location app should be used to help overcome the lack of address and postcode in the initial stages of operation.

Network Rail – No objections in principle.

Issues

Relevant National Policy

The National Planning Policy Framework sets out Government planning policies for England and how these are expected to apply. The NPPF seeks to achieve sustainable development and states that sustainable development has an economic, social and environmental role (paragraphs 7 & 8). Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan (para 11). Paragraphs 11 and 12 state that:

"For decision-taking this means: approving proposals that accord with an up-to-date development plan without delay” and “where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed”.

The proposal is considered to be consistent with sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below.

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient, high-density development that would bring 40 homes for vulnerable people to a sustainable location. It would provide temporary accommodation as a stepping stone to getting homeless people back into work and housing.

Section 6 - Building a strong and competitive economy - The proposal would help to get homeless men back into work.

Section 7 - Ensuring the Vitality of Town Centres - The proposal would develop a site close to a key gateway route in a location that is well connected and close to local amenities and services.

Section 8 (Promoting healthy and safe communities) – The development would facilitate social interaction and would include measures to integrate it into the locality and increase levels of natural surveillance.

Section 9 (Promoting Sustainable Transport) – The proposal is close to the Deansgate tram and train interchange, the Cornbrook tram stop and bus routes.

Section 11 (Making Effective Use of Land) – This high density development would provide homes on a brownfield site, safeguard and improve the environment and ensure safe and healthy living conditions for homeless people.

Section 12 (Achieving Well-Designed Places) - The proposal would bring the area back into use and be designed to integrate into the site.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – The site is in a highly sustainable location. An Environmental Standards Statement demonstrates that the development would accord with a wide range of principles intended to promote energy efficient buildings integrating sustainable technologies from conception, through feasibility, design and build stages and in operation. The majority of the site is within Zone 1 of the Environment Agency flood maps, with a small area of the site along the northern boundary falling within Flood Zones 2 and 3. A Flood Risk Assessment has assessed the risk of flooding and any mitigation and this is discussed later in this report.

Section 15 (Conserving and enhancing the natural environment) – Reports on ground conditions, noise and the impact on ecology demonstrate that the proposal would have no significant adverse impacts on the natural environment subject to conditions.

Section 16 Conserving and Enhancing the Historic Environment - The proposal would not have an adverse impact on the character or appearance of Castlefield Conservation Area or on the settings of listed buildings and this is discussed in greater detail below.

Core Strategy

The proposals are considered to be consistent with Core Strategy Policies SP1 (Spatial Principles), CC3 (Housing), CC5 (Transport), CC8 (Change and Renewal),

CC9 (Design and Heritage), CC10 (A Place for Everyone), H1 (Overall Housing Provision), H8 (Affordable Housing), H10 (Housing for People with Additional Support Needs), T1 (Sustainable Transport), T2 (Accessible Areas of Opportunity and Need), EN1 (Design Principles and Strategic Character Areas), EN3 (Heritage), EN4 (Reducing CO2 Emissions), EN6 (Target Framework for CO2 Reductions), EN8 (Adaptation to Climate Change), EN9 (Green Infrastructure), EN14 (Flood Risk), EN15 (Biodiversity and Geological Conservation), EN16 (Air Quality), EN17 (Water Quality), EN18 (Contaminated Land), EN19 (Waste) and DM1 (Development Management).

The Core Strategy Development Plan Document 2012-2027 was adopted on 11 July 2012 and is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents. The adopted Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles – The site is highly accessible.

SO2. Economy – The scheme would provide jobs during construction and permanent employment and would help to bring homeless people back into housing and work. It is in a highly accessible location near to jobs and would support the City's economic growth and performance, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities.

S03 Housing – The scheme would provide 40 temporary homes in a highly accessible location, near to jobs, in a sustainable location. It would address demographic needs and support economic growth.

S05. Transport – The development would be highly accessible, reducing the need to travel by private car and making the most effective use of public transport.

S06. Environment – The development would protect and enhance the natural and built environment and ensure the sustainable use of natural resources. This would help mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP 1 Spatial Principles – The development would minimise emissions, ensure efficient use of natural resources and re-use previously developed land. It would improve access to jobs, services, education and open space by being located to reduce the need to travel and having good access to sustainable transport provision.

Policy CC3 Housing – The area is suitable for housing.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality. It would have adequate parking provision for cars and bicycles.

Policy CC8 Change and Renewal – The scheme would contribute to the promotion and improvement of the social, economic and environmental well-being of Manchester.

Policy CC9 Design and Heritage – The design would be appropriate in its context. It would have an impact on the character and appearance of the nearby Castlefield Conservation Area and on the settings of a number of nearby listed buildings and this is discussed in more detail later in the report.

Policy CC10 A Place for Everyone – The proposal would provide housing and support for homeless people and the site and communal buildings would be accessible.

Policy H1 Overall Housing Provision - The development would provide supported housing within a sustainable location.

Policy H10 Housing for People with Additional Support Needs – The scheme would enable people with additional support needs to maintain an independent lifestyle and would support the work of housing associations and other agencies. It would not lead to an over-concentration of supported housing in this area.

Policy T1 Sustainable Transport – The development is in a sustainable location close to public transport routes and would encourage a modal shift to sustainable modes.

Policy T2 Accessible Areas of Opportunity and Need – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 Design Principles and Strategic Character Areas - The proposal would enhance the character of the area, bringing a neglected site back into use.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its urban qualities. The development would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area nor on the settings of nearby listed buildings and this is set out in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would follow the principle of the Energy Hierarchy to reduce CO2 emissions.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The development would comply with the CO2 emission reduction targets set out in this policy.

Policy EN 8 Adaptation to Climate Change - The energy statement sets out how the building has been designed to consider adaptability in relation to climate change.

Policy EN9 Green Infrastructure – The development includes landscaped amenity areas, adding to the network of green spaces and allowing for adaptation to climate change in an urban area.

Policy EN14 Flood Risk – A Flood Risk Assessment has been prepared and this is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The redevelopment would provide an opportunity to secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality. The proposal would incorporate an appropriate drainage system.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation, which identifies possible risks arising from ground contamination has been prepared.

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

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

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

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

Saved Unitary Development Plan Policies

DC18.1 Conservation Areas – It is considered that the proposal would not have a detrimental impact on the character and appearance of the nearby Castlefield Conservation Area and this is discussed in more detail later in the report.

DC19.1 Listed Buildings – It is considered that the proposal would not have a detrimental impact on the settings of the nearby listed buildings. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The proposal would not have an impact on archaeological interests.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and can be adequately insulated to protect the amenity of occupiers of the development. This is discussed in more detail later in this report.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (April 2007)

This Supplementary Planning Document supplements guidance within the Adopted Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant.

Manchester Residential Quality Guidance (July 2016) (MRQG) – This document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. If a proposed development does not comply with the design principles a robust justification should be provided. This is discussed further below.

Residential Growth Strategy (2016) – This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet future demands from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy. The proposal would provide supported housing for homeless people, providing an important stepping stone to getting people into permanent jobs and housing, supporting the City Council's growth priorities.

Our Manchester Strategy 2016-2025

The Our Manchester Strategy 2016-25 was adopted by Manchester City Council in January 2016 and sets the ambitions for the City for the next decade. The Strategy

sets out a vision for Manchester to be in the top flight of world-class cities by 2025, when the City will:

- have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advanced manufacturing, culture, and creative and digital business – cultivating and encouraging new ideas;
- possess highly skilled, enterprising and industrious people;
- be connected, internationally and within the UK;
- play its full part in limiting the impacts of climate change;
- be a place where residents from all backgrounds feel safe, can aspire, succeed and live well; and
- be clean, attractive, culturally rich, outward-looking and welcoming.

The Our Manchester Strategy commits to giving the local community and other stakeholders the opportunity to be involved in decision making, with a primary focus on a continuous approach to engagement.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City within the context of objectives for growth and development. The proposal would bring a waterside site back into use, providing amenity space for residents adjacent to the canal and would include a landscape scheme.

Castlefield Conservation Area Declaration

Designated in October 1979, the conservation area's boundary follows the River Irwell, New Quay Street, Quay Street, Lower Byrom Street, Culvercliff Walk, Camp Street, Deansgate, Bridgewater Viaduct, Chester Road, Arundel Street, Ellesmere Street, Egerton Street, Dawson Street and Regent Road. The area was extended in June 1985 by the addition of land bounded by Ellesmere Street, Hulme Hall Road and the River Irwell.

The Castlefield area has evolved over many years and the elevated railway viaducts, canals and rivers create a multi-level environment. It has a mixture of buildings from small scale houses to large warehouses and modern buildings. There are a variety of building materials, which tend to be urban and industrial in character.

Further development can take place that respects the character of the area, and there is room for more commercial property. Ideally, new development should incorporate a mix of uses. The height and scale, the colour, form, massing and materials of new buildings should relate to the existing high-quality structures and complement them. This approach leaves scope for innovation, provided that new proposals enhance the area. The diversity of form and style found in existing structures in Castlefield offers flexibility to designers.

Climate Change

[Our Manchester Strategy 2016-25](#) – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;

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

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

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

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

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

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

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

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

Legislative requirements

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

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

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Principle of the Proposed Use

Homelessness in the UK and in Greater Manchester is growing. Within Greater Manchester, extensive work is being undertaken to end homelessness in the region. Across Greater Manchester 5,564 people are homeless, a number which has increased over the past five years. The applicant has developed a model for reducing homelessness based on providing access to safe, personal spaces in residential accommodation where people can be supported and trained to live independently and be reintegrated back into work and private housing without the need to rely on benefits. The development would create homes that meet the needs of the community, particularly in response to the prevalence of homelessness in the City Centre, and Greater Manchester. It would support the creation of a safe and healthy community, by addressing and responding to the local health and wellbeing needs of vulnerable members of the community.

Castlefield is an area that is designated within the Core Strategy as being suitable for housing. However, the proposal is for temporary housing for homeless people with additional support needs and it would therefore be subject to compliance with Core Strategy policy H10 'Housing for People with Additional Support Needs'. The scheme would enable people with those needs to maintain an independent lifestyle and would support the work of housing associations and other agencies. The scheme would be an additional resource to the supporting services already in place in Manchester. The applicant proposes to set up a working group with representatives from the relevant departments at MCC and with Embassy to inform the detailed design and operation of the development to ensure full integration with existing services and to ensure it meets the Homelessness Directorate's requirements.

The area within which the site is located does not have a high concentration of similar uses and it is considered that the proposal would not put disproportionate stress on local infrastructure such as health facilities. Embassy interview and choose their residents based on their willingness to engage in the scheme of training and only offers accommodation to those who are ready and keen to work and improve themselves. The charity would operate a strict management policy which includes a zero-tolerance policy of drug and alcohol consumption onsite. There would be strict rules on minimising noise after hours and ensuring cleanliness across the site and residents would not be able to receive visitors to site without prior approval.

The proposal would promote social inclusivity by enabling its residents to participate equally in society whilst supporting them to live independently, thus allowing them to integrate with the existing Castlefield and Hulme communities. The development would promote a sense of ownership for residents by having single occupancy dwellings with their own front doors opening out onto a courtyard. Communal amenity spaces and facilities would help to foster a sense of community and promote social integration, whilst the compulsory training programme would support residents in getting back into work.

The proposal would bring this vacant site back into use. Amenity spaces and landscaping would improve the appearance of the site whilst bringing vitality and an active frontage to the canal.

In view of the above, it is considered that the proposal would be in accordance with policy H10 of the Core Strategy and the NPPF.

Urban Design and Visual Amenity

The site is disused and has been subject to anti-social behaviour, giving it a run down appearance. The proposal would bring forward a positive use, which would tidy the area up and result in a maintained space with activity and vibrancy. The accommodation would be located beneath the railway arches, with amenity space in the open areas by the canal. This would maintain the built form of the site, with the shipping containers located in a more discreet position. The shipping containers would be clad in a profiled metal, which should be agreed via a

condition. Conditions should be attached to control the landscape including surfacing materials, planters, lighting etc.

Heritage

Sections 66 and 72 of the Listed Building Act 1990 provide that, in considering whether to approve development that affects a listed building or its setting, the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses, and in determining planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area. Section 16 of the NPPF establishes the criteria by which planning applications involving heritage assets should be assessed and determined. Paragraph 189 identifies that Local Planning Authorities should require applications to describe the significance of any heritage assets in a level of detail that is proportionate to the assets importance, sufficient to understand the potential impact of the proposals on their significance. Where a proposal would lead to less than substantial harm to the significance of a heritage asset, this harm should be weighed against the public benefits of the proposal.

The applications are supported by a Heritage Statement that assesses the effect of the proposal on designated and non-designated heritage assets. The site is in Castlefield Conservation Area and the following 8 designated heritage assets are within 250m of the site:

- Worsley Mill (Former Canal Flour Mills)– Grade II;
- Churchyard Walls, Gate Piers and Gates at Church of St George – Grade II;
- Church of St George – Grade II*;
- Former Albert Mill – Grade II;
- Hulme Lock Branch Canal – Grade II;
- Bridgewater Canal Basin – Grade II;
- Castlefield Railway Viaduct from G-Mex to Dawson Street – Grade II; and
- Manchester South Junction and Altrincham Railway Viaduct – Grade II.

Hulme Lock Viaduct forms part of the site and Talbot Mill lies approximately 175m from the site boundary, both of which are non-designated heritage assets.

The proposal would have physical impacts on the Grade II listed Hulme Lock Branch Canal. The works involve the installation of infrastructure for the surface water drainage adjacent to and within the canal wall. An outlet would be installed in the canal wall below the water level. Areas adjacent to the coping stones would be treated with surface level materials to avoid the need to disturb below ground structures. The works to the canal would be minimal and, given that the canal wall has already been modified (having been raised in height in 1962), would not have a detrimental impact upon the character or appearance of the listed structure.

In terms of the setting of the listed canal and locks, the development would generate vibrancy and create an active frontage to the canal. This could encourage more people to walk on the opposite side of the canal, along the existing Bridgewater Canal Towpath, due to increased natural surveillance and enhanced feelings of safety and comfort. The proposal would deliver heritage benefits due to the

increased appreciation of this listed asset in this location. By improving the condition of the site, the development would create enhanced views of the asset, particularly from the southeast and southwest. The buildings within the viaduct arches would be set back from the canal front and not detract from the asset.

The proposal would not detract from the settings of other heritage assets, particularly as the built form is set back underneath the viaduct arches.

This part of Castlefield is characterised by transport infrastructure, including the canal and river network over-layered by substantial railway viaducts. The proposal would improve the condition of the site and would maintain the character of the large imposing viaduct structure adjacent to the open nature of the canal by siting the built form underneath the viaduct arches. The materials would reflect the industrial character of the area.

Given the above, it is considered that the proposal would maintain the character and appearance of Castlefield Conservation Area and would have a neutral impact on the settings of nearby listed buildings and other heritage assets. Therefore, it is considered that the proposal would be in accordance with S66 and S72 of the Listed Buildings Act, policies CC9 and EN3 of the Core Strategy, saved UDP policies DC18 and DC19 and section 16 of the NPPF.

Amenity

The impact upon amenity through noise has been considered and an acoustic report provides details of how the premises would be acoustically insulated to achieve noise and vibration levels within the accommodation that would be acceptable. Conditions should ensure adequate levels of acoustic insulation is provided to the accommodation and village hall, and to control the use of external areas. The pods have been designed to meet the relevant overheating criteria to ensure the internal conditions are suitable.

The separation distances that would be achieved between the accommodation and the nearest residential buildings would be at least 20m (26m to St George's Island and 24m to Vie), which is considered to be adequate, particularly in a City Centre location. The potential for overlooking is also limited by the pods being located beneath the viaduct and existing foliage.

Residents would be vetted by Embassy and they would have strict protocol on how the site is managed. This should form part of a condition to ensure that impacts on residential amenity through anti-social behaviour or noise would be adequately controlled.

Given the above, it is considered that the proposal would not have an adverse impact on the amenity of the area and is consistent with Section 8 of the NPPF, policies SP1 and DM1 of the Core Strategy and saved policy DC 26 of the UDP.

Residential Space Standards

The pods do not meet national space standards for a typical one bed one person studios. However, the proposal is to provide high quality short-term temporary accommodation for homeless people, which can be offered at low cost whilst they find a permanent housing solution. The accommodation would be intermediary for up to 2 years, with most residents staying for 4-12 months. Each accommodation pod would be for single occupants only and would be self-contained, providing essential amenities, including an en-suite, open plan kitchen, dining, living, storage and bedroom space. Residents would not be allowed guests in the pods so there is no requirement for the accommodation pods to provide 'hosting space'. The proposal includes extensive internal and external amenity space, giving residents access to a broad range of amenities and facilities in addition to their own private accommodation. This equates to approx. 67 sq. m per resident, well in excess of the 5 sq. m recommended in the Manchester Residential Quality Guidance. Given the above, it is considered that, in this instance, the accommodation is acceptable.

Sustainable Design & Construction

An Environmental Standards Statement and Energy Statement show that the proposal would incorporate sustainability measures, including energy efficiency and environmental design. The energy strategy is driven by a fabric-led material specification, along with high quality design and construction standards to improve the energy efficiency of the building. The development would be designed in accordance with the principles of the Energy Hierarchy in line with Policy EN4 of the Core Strategy. It would significantly improve upon the current Part L2A (2013) compliance standards in accordance with adopted Policy EN 4 and EN 6, using high efficiency heat pumps to meet the heating demands for all units within the scheme. This strategy, combined with a high-quality fabric and servicing design, would secure a 16.8% Building Emission Rate (BER) reduction over Part L2A (2013).

Crime and Disorder

The site gives a rundown feel to the area. The proposal would overlook frontages and would enliven the street and canalside and help to provide natural surveillance. The site will be operated by Embassy's team who would work with residents to ensure safe and cohesive management of the activities on site and provide 24-hour monitoring. All the residents would be paying tenants and the site would operate a strict management policy including: zero tolerance of drug and alcohol consumption onsite; strict rules on minimising noise after hours and ensuring cleanliness across the site; and residents would not be able to receive visitors to site. A site reception pod would be at the entrance, which would provide site security/access control and house residents' post boxes.

A Crime Impact Statement (CIS) carried out by GMP considers that the proposal is generally acceptable subject to the advice contained in the report being implemented. It is recommended a condition be attached to any approval, requiring the development to achieve 'Secured by Design' accreditation.

In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Highways and Relationship to Transport Infrastructure

The site is close to bus routes and bus stops, as well as Deansgate tram and train interchange and Cornbrook tram stop. There are good pedestrian and cycle links. The four car parking spaces would not have an impact on local highway safety or operation. Given the above, it is considered that the proposal would be in accordance with Section 9 of the NPPF and policies CC5 and DM1 of the Core Strategy.

Waste Management

Two bin stores would be provided. One for the residential accommodation would provide space for: general refuse 4x1100L bins and 1x240L bin; pulpable recycling 2x1100L bins and space for one more; mixed recycling 2x1100L bins and space for one more; garden waste 2x1100L bins and space for one more; and food waste 1x240L bin. The commercial bin store would serve the Village Hall providing: general refuse 1x1100L bin and space for one more; pulpable recycling 1x1100L bin and space for one more; mixed recycling 1x1100L bin and space for one more; and garden and food waste 1x1100L bin and space for one more. Embassy staff would be responsible for moving the bins to and from the collection point on collection day with servicing via the access ramp from Egerton Street.

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

Contaminated Land and Impact on Water Resources

As there is the possibility that some contamination may exist on the site, it is recommended that a condition be attached to any permission requiring a site investigation.

Subject to the above, the proposals would be consistent with sections 8 and 15 of the National Planning Policy Framework and policy EN18 of the Core Strategy.

Full access and Inclusive Design

All access to the site would be via the main entrance off Egerton Street and access would be controlled so that no one can enter the site without Embassy staff letting them in, in line with Embassy's risk assessment criteria and management strategy. Level access would be provided to the front of the reception pod with steps down into the site from the rear of the pod. Due to the slope of the site at this point and the position of existing steps into a cold store, it is not possible to provide level access to the rear. Access to the site for those unable to use steps would be via the main gates adjacent to the reception pod. This access into the site from the gates is via the existing access road at a gradient of 1:14. The process for access via the main gates would be managed via the reception pod where Embassy staff would open and close the gates and a bell would be provided should staff not be in the pod to assist.

The accommodation pods would have a small step at the entrance due to the raised floor level of the shipping containers. Embassy does not anticipate demand for

accessible accommodation as their referrals mainly come from groups that do not qualify for help from local authorities. Wheelchair users would fall into the groups Duty of Care/Statutory Care/Priority Given that are given the support they need from the local authority and Embassy does not receive referrals from this group. Notwithstanding this, the site does include provision for those with reduced mobility. Half of the accommodation provision is at ground floor level with one small step into the pod and the communal areas of the site are accessible. The Village Hall would have a demountable ramp and an accessible WC and shower room, which would be available if required for a temporary period (e.g. if a resident breaks their leg).

Given the above, it is considered that the proposals would be consistent with the National Planning Policy Framework and policies SP1, DM1 and CC10 of Core Strategy

Flood Risk and Sustainable Drainage Systems (SuDS)

The site is predominantly within the Environment Agency's Flood Zone 1 with areas of Flood Zone 2 and 3 along the northern boundary. Although the accommodation pods could be classed as a 'highly vulnerable' type of development, they would be wholly located within Flood Zone 1 where 'highly vulnerable' development is deemed to be appropriate. The proposal is supported by a Flood Risk Assessment that sets out mitigation measures for dealing with flood risk and these should be conditioned as part of any approval. Conditions relating to the use of SuDS should also be applied.

Given the above, the development would be consistent with section 14 of the NPPF and Core Strategy policy EN14.

Ecology and Biodiversity

The proposal would have no adverse effect on statutory or non-statutory designated sites. A condition requiring a construction management plan should be attached to ensure there are no adverse impacts on the adjacent water courses or habitats and fauna during the construction period. The proposal could enhance the ecology and biodiversity of the site through the introduction of features to encourage wildlife, such as bat roosting boxes. A condition should be attached to any permission to require details of such features.

In view of the above the proposals are considered to be consistent with section 15 of the NPPF, and policies DM1, EN9 and EN15 Core Strategy.

Green and Blue Infrastructure

The proposal would bring this area adjacent to the canal and river back into use, providing living and amenity space adjacent to the waterways, as well as soft landscape. A Framework Water Safety Plan has been prepared and a full Water Safety Plan will be prepared in consultation with the Water Safety Partnership. This will detail measures to prevent accidental falls into waterways and measures to help people get out if required.

Air Quality

An Air Quality Assessment considers that the development would not be at unacceptable risk from air pollution and a condition ensuring adequate air quality is maintained for residents should be attached to any approval.

Summary of Climate Change Mitigation

Ecosystems and biodiversity play an important role in regulating climate. The external amenity spaces would enhance green infrastructure and improve biodiversity and wildlife habitats. Opportunities to enhance and create new biodiversity, such as bat boxes would be required via a planning condition.

The development would comply with the requirements of policy EN6 of the Core Strategy by achieving a minimum 15% reduction in CO₂ emissions (i.e. a 15% increase on Part L 2010). Since the Core Strategy was adopted, Part L 2010 has been superseded by Part L 2013 which has more stringent energy requirements. High efficiency heat pumps would meet the heating demands for all units. This strategy, combined with a high-quality fabric and servicing design, would secure a 16.8% Building Emission Rate (BER) reduction over Part L2A (2013).

The majority of journeys to the site would be by public transport and active modes, supporting the climate change and clean air policy. On site car parking is limited and the development would be highly accessible by modes of transport which are low impact in terms of CO₂ emissions. Cycle parking would be provided.

Overall, the proposals would include measures which can be feasibly incorporated to mitigate climate change for a development of this scale in this location. The proposal would comply with policies relating to CO₂ reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework and the Climate Change and Low Emissions Plan and Green and Blue Infrastructure Strategy.

Response to Neighbour Representations

It is considered that the majority of comments have been addressed in the report. However, further comments are provided below:

Crime, Security & Anti-social behaviour – The village would be supported housing rather than a homeless shelter. Embassy have a management strategy that would be conditioned and residents risk losing their place in the scheme if they breach the rules. A specified member of the Embassy team would act as a single point of contact for local residents should any problems arise.

Question the business model and funding - Residents who relapse into addiction would be referred to other appropriate services. A full business plan has been prepared to ensure the funding of the construction and operation of the development can be appropriately secured and maintained. On-site staff provision is considered to be adequate.

The selection process involves referrals followed by interviews. Having residents of the same gender makes enforcement of the management strategy manageable; men make up the largest cohort of homeless people in Manchester and are lower on the priority list for Local Authority accommodation, so this is where the village can have the biggest impact. Embassy are looking at similar provision for other gender/social groups in the future.

Increase number of homeless people moving to Manchester; state-wide intervention needed – The village would support services already available in Manchester.

Light pollution – There would be a lighting strategy with lighting controlled via photocell timeclock arrangement.

Loss of Parking - the land is currently vacant, not used for parking and suffers from anti-social behaviour.

Over-Development – The density of development is considered appropriate and the proposal would have adequate amenity space.

Green Space – the proposal would improve the site and would not result in the loss of greenspace.

Clean up of archway and historic lock – The proposal would improve the environment of the site.

Fire Risk works to adjacent buildings – it is assumed any works to address fire risk on adjacent buildings would be carried out in accordance with usual construction management measures to minimise local disruption.

Property values & Local Neighbours – The effect on property value cannot be taken into account in planning decisions. The proposals would support the wider socio-economic objectives of Manchester and Greater Manchester and enhance the visual appearance and townscape. The proposal would support the local economy by seeking to reduce long term homelessness and provide residents with access to work opportunities.

Conclusion

The supported housing would be in accordance with national and local planning policy. It would make use of a site that has a negative impact on the area and would maximise the potential of the site in an acceptable manner. It would provide much needed accommodation for homeless people, providing them with training and support to enable them to enter employment and long term housing. It is considered that the proposal can provide adequate temporary accommodation and that issues of noise, waste, access, flood risk and contaminated land can be dealt with via conditions.

Given the above, it is considered that the proposal is in accordance with the City of Manchester's planning policies and regeneration priorities including the Adopted Core Strategy, the relevant Strategic Regeneration Frameworks and the Community

Strategy, as well as the national planning policies contained within the National Planning Policy Framework, and should be approved.

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

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

Recommendation **129923/FO/2021 - TEMPORARY APPROVAL**
 129924/LO/2021 - APPROVE

Article 35 Declaration

129923/FO/2021 - Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the planning application. This has included discussions about the form and design of the development, heritage issues and access.

129924/LO/2021 - Officers have worked with the applicant in a positive and pro-active manner to seek solutions to problems arising in relation to dealing with the listed building consent. This has included discussions about the form and design of the development and heritage issues.

Conditions to be attached to the decision

129923/FO/2021

1) The permission hereby granted is for a limited period only, expiring on 2 August 2026 and the buildings, works and use comprising the development for which permission is hereby granted are required to be respectively removed and discontinued. The land shall be reinstated within 3 months in accordance with a scheme previously approved and timetable of implementation to be submitted to and approved in writing by the City Council local planning authority before this permission expires.

Reason - The use hereby approved is of a temporary nature only and in order to allow the City Council the opportunity to reconsider the ongoing appropriateness of this use beyond five years, pursuant to Core Strategy Policies SP1, CC3, H1, H10, EN3 and DM1.

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

Drawings

149_MP_00_0000 Existing Site Location Plan
149_MP_00_0001 Existing Site Block Plan
149_MP_00_1200 Rev A Proposed Block Plan Ground Floor Plan
149_MP_02_1100 Rev A Proposed Demolition Plan
149_B1_02_2200 Proposed Typical Bedroom Pods - Ground Floor Pods
149_B1_04_2200 Rev A Typical Bedroom Pod Elevations 1 of 2
149_B1_04_2201 Rev A Typical Bedroom Pod Elevations 2 of 2
149_B2_02_2200 Proposed Village Hall Plan
149_B2_04_2200 Rev A Village Hall Elevations 1 of 2
149_B2_04_2200 Rev A Village Hall Elevations
149_B3_02_2200 Rev A Proposed Security Pod Plan
149_B3_04_2200 Rev A Security/Entrance Pod Elevations
149_B3_05_2200 Security/Entrance Pod Indicative Section
149_B4_02_2200 Rev A Proposed Staff Accommodation Pod
149_B1_04_2200 Rev A Staff Accommodation Elevations: 1 of 2
149_B1_04_2201 Rev A Staff Accommodation Elevations: 2 of 2
149_MP_04_1200 Rev A Proposed Site Elevation (North)
149_MP_04_1201 Rev A Proposed Pod Sectional Elevations
2596-PLA-XX-XX-DR-L-0001 Rev P02 Landscape General Arrangement
2596-PLA-XX-XX-DR-L-1000 Rev P02 Hardworks
2596-PLA-XX-XX-DR-L-2000 Rev P02 Softworks
2596-PLA-XX-XX-DR-L-4001 Rev P02 Lighting Strategy
E-001 P03 External Lighting Strategy Electrical Proposals

Documents

Design & Access Statement dated 24.03.2021 by Jon Matthews Architects;
File Note: Consolidation of Acoustic, Ventilation and Overheating Design dated 23.03.21 by Crookes Walker Consulting;
Air Quality Assessment dated March 2021 by Wardell Armstrong;
Construction Method Statement received by the City Council as local planning authority on 1st April 2021;
Crime Impact Statement dated 5th March 2021 by Greater Manchester Police;
Environmental Standards and Energy Statement Ref: 2020.201 dated March 2021 by Element Sustainability;
Local Labour Agreement and Commitment to Skills received by the City Council as local planning authority on 1st April 2021;
Planning Statement dated March 2021 by Deloitte Real Estate;
Statement of Consultation dated March 2021 by Deloitte Real Estate;
Ventilation Statement for Panning dated 10.03.21 by Crookes Walker Consulting;

Embassy Village Management Strategy received by the City Council as local planning authority on 29th April 2021;
Construction Management Plan received by the City Council as local planning authority on 9th July 2021;
Environmental Noise and Vibration Study dated March 2021 by Fisher Accoustics;
Ecological Assessment dated March 2021 by The Environment Partnership;
Flood Risk Assessment and Drainage Strategy dated by 30 June 2021 by Curtins;
Phase 1 Preliminary Risk Assessment dated 09 March 2021 by Curtins;
Heritage Statement dated March 2021 by Deloitte;
Waste Management Proforma received by the City Council as local planning authority on 01 Apr 2021;and
Transport Statement dated 09 March 2021 by Curtins.

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

3) No development shall commence unless and until location-specific endoscope surveys for bats of any cracks and crevices in the brickwork that may be subject to repair works needed to facilitate the development are carried out in accordance with a statement to be submitted to and approved in writing by the City Council as local planning authority. Endoscope surveys must be undertaken by suitably qualified persons. In the event that bats are found, a method statement giving details of measures to be taken to avoid any harm to bats during works shall be submitted to and approved in writing by the City Council. The approved measure shall be carried out during the works.

Reason - To prevent the works from disturbing roosting bats, pursuant to Policies S06, EN15 and DM1 of the Core Strategy.

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

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Core Strategy.

5) Notwithstanding demolition, should the development be carried out in a phased manner, details of the phasing of development shall be submitted to and approved in writing by the City Council as local planning authority before development commences.

Reason - For the avoidance of doubt as the development could be carried out in a phased manner, pursuant to Policy DM1 of the Core Strategy.

6) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and

impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

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

7) a) Prior to the commencement of development, details of a Local Benefit Proposal in order to demonstrate a commitment to recruit local labour for both the construction and operation elements of the development shall be submitted for approval in writing by the Local Planning Authority. The approved document shall be implemented as part of the construction and occupation phases 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;
- and
- 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 six months of first occupation of the development, details of the results of the scheme shall be submitted for consideration.

Reason - To safeguard local employment opportunities, pursuant to policies EC1 of the Core Strategy for Manchester.

8) Prior to the commencement of development, a detailed demolition and construction management plan outlining working practices during development (including demolition works) shall be submitted to and approved in writing by the local planning authority. For the avoidance of doubt the demolition and construction management plan shall include:

- *Display of an emergency contact number;
- *Details of Wheel Washing;
- *Dust suppression measures;
- *How site run-off and waste will be controlled and managed with details of the pollution prevention measures necessary to ensure any indirect impacts on the adjacent watercourses will be avoided;
- *Wildlife-focussed lighting strategy to prevent disruption to wildlife including foraging bats;
- *Compound locations where relevant;
- *Location, removal and recycling of waste;
- *Routing strategy and swept path analysis;
- *Parking of construction vehicles and staff;
- *Sheeting over of construction vehicles;
- *Engagement with Metrolink; and
- *Communication strategy with residents that shall include details of how engagement, consultation and notification of residents during the works shall take place;

Development shall be carried out in accordance with the approved demolition and construction management plan.

Reason - To safeguard the amenities of nearby residents, safeguard ecology and for highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) a. Notwithstanding demolition, prior to the commencement of development a programme for the issue of samples and specifications of all materials to be used on all external elevations of the development, including details of full sized sample panels, shall be submitted to and approved in writing by the City Council, as local planning authority.

b. Samples and specifications of all materials to be used on all external elevations of the development, which shall include jointing and fixing details, details of the drips to be used to prevent staining and a strategy for quality control management, shall then be submitted to and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The development shall be carried out in accordance with the approved details.

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

10) 1. Notwithstanding the details shown on the approved drawings, prior to the commencement of development a programme for the submission of details of the landscape works for the development shall be submitted and approved in writing by the City Council as Local Planning Authority. The programme shall include submission and implementation timeframes for the following details:

- (a) Details of the proposed hard landscape materials;
- (b) Details of the proposed tree species including proposed size, species and planting specification including tree pits and design;
- (c) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
- (d) Details of the proposed external furniture including seating, lighting, planters, fencing and bollards; and
- (e) Details of any external steps and handrails.

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

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

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

11) a) Any external lighting scheme shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority so as to:

- i. control glare and overspill onto nearby residential properties; and to
- ii. control and avoid light spill on to potential bat roost features, their exit/entry routes and adjacent watercourses (foraging/commuting corridors).

b) Prior to occupation of the development a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report under part a) above. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the

recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria and those measures shall be implemented in full before first occupation of the development.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation and to prevent the lighting from disturbing roosting/foraging/commuting bats, pursuant to policies SP1, EN15 and DM1 of the Core Strategy.

12) Piling or any deep foundation solution using penetrative methods shall not be carried out other than with the written consent of the local planning authority. The development shall be carried out in accordance with the approved detail.

Reason - To ensure that any piling or an alternative deep foundation solution does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework.

13) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the City Council as Local Planning Authority. In order to discharge this condition the following additional information shall be provided:

- a. A Flood Risk Assessment (FRA) which shall include:
 - Sequential test to demonstrate sequential masterplanning of the proposal.
 - Exception test to be applied.
 - Proposed mitigation in line with NPPF / Standing Advice requirements.
 - The FRA should demonstrate that sufficient consideration has been given to the potential vulnerability of residents housed in the proposed development, regarding flood risk, evacuation, access and egress during any such event.
 - The FRA shall include modelled flood levels upon which FFLs are proposed.
- b. Maximised integration of green SuDS components (utilising infiltration or attenuation);
- c. When the outfall location has been confirmed, evidence that the responsible authority(s) for the receiving waterbody have accepted the proposed flows and/or new connection must be presented. This shall include compliance with any required betterments, flow rates and velocities. An email of acceptance will suffice.
- d. An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- e. Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

- f. Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- g. Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- h. Hydraulic calculation of the proposed drainage system;
- i. Construction details of flow control and SuDS elements;
- j. An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water;
- k. A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations); and
- l. A timetable for its implementation.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution in light of national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Core Strategy.

14) No drainage systems for the infiltration of surface water to the ground are permitted other than with the written consent of the local planning authority. Any proposals for such systems must be supported by an assessment of the risks to controlled waters. The development shall be carried out in accordance with the approved details.

Reason - To ensure that the development does not contribute to, is not put at unacceptable risk from, or adversely affected by, unacceptable levels of water pollution caused by mobilised contaminants, pursuant to paragraph 170 of the National Planning Policy Framework. To protect the underlying Principle and Secondary A Aquifers and adjacent surface watercourses.

15) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- a. Verification report providing photographic evidence of construction as per design drawings;
- b. As built construction drawings if different from design construction drawings;
- c. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to national policies within the NPPF and NPPG and local policies EN08 and EN14.

16) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

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

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

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

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties.

18) a. The residential accommodation shall be acoustically insulated against noise from the nearby road network and overhead train and Metrolink lines, and any other actual or potential sources of noise, in accordance with the Environmental Noise and

Vibration Study dated March 2021 by Fisher Accoustics to achieve the following noise criteria within apartments:

Bedrooms (night time 23:00 to 07:00) - 30 dB L Aeq (individual noise events shall not exceed 45 dB L AmaxF by more than 15 minutes);

Living rooms (daytime 07:00 to 23:00) - 35 dB L Aeq

Gardens and terraces (daytime) - 55 dB L Aeq.

Due to the proximity of the development to the train and Metrolink lines above the development it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

b. The approved noise insulation scheme shall be completed and a post-completion verification report (including validation that the work undertaken throughout the development conforms to the recommendations and requirements of the above approved acoustic report by Fisher Acoustics and including the results of post-completion testing to confirm that the internal noise criterion have been met) shall be submitted to and approved in writing by the City Council as local planning authority before any of the dwelling units are first occupied. Any instances of non-conformity with the above approved acoustic report by Fisher Acoustics shall be detailed within the post-completion report along with any measures required to ensure compliance with internal noise criteria. Those measures shall be implemented in full before any of the dwelling units are first occupied.

Reason - To secure a reduction in noise from the main roads and surrounding road networks and any other potential sources of noise, in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

19) a) Before first occupation of the development the buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with the Environmental Noise and Vibration Study dated March 2021 by Fisher Accoustics in order to secure a reduction in the level of noise emanating from the equipment to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

b) Prior to occupation of the development a verification report to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report shall be submitted to and approved in writing by the City Council as local planning authority. The verification report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria and timescales for the implementation of those measures.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

20) No activity on the external activity pitch/sports area shall take place outside the hours of:

Monday to Saturday, 09:00 to 21:00, Sunday, 10:00 to 20:00.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

21) No part of the site outside the building shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

22) The development hereby approved shall not be occupied unless and until a scheme showing provision of safe access for disabled people, including those with mobility impairments, into the premises has been submitted to and approved in writing by Manchester City Council as Local Planning Authority. Any scheme approved in compliance with this condition shall be fully implemented before the use first commences and shall remain in situ thereafter.

Reason - To ensure that satisfactory disabled access is provided pursuant to policy DM1 of the Core Strategy.

23) The air quality mitigation measures set out in the Air Quality Assessment dated March 2021 by Wardell Armstrong and as set out on pages 22 and 23 of the 'Embassy Village - Consultation Responses 09/07/21' received by the City Council as local planning authority on 9 July 2021 shall be implemented in full before first occupation of the development and shall remain in situ whilst the development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources and to protect existing and future residents from air pollution, pursuant to Core Strategy Policies EN16 and DM1.

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

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

25) The development hereby approved shall be carried out and managed in accordance with The Embassy Village Management Strategy received by the City Council as local planning authority on 29th April 2021.

Reason - To ensure the development is managed in the interests of the general amenities of the area, pursuant to policies SP1 and DM1 of the Core Strategy.

26) The development hereby approved shall only be carried out in accordance with the recommendations of the Crime Impact Statement dated 5th March 2021 by Greater Manchester Police and the development shall not be occupied or used until the City Council as local planning authority has acknowledged in writing that it has received written confirmation of a secure by design accreditation.

Reason - To reduce the risk of crime pursuant to Policy DM1 of the Adopted Core Strategy for the City of Manchester.

27) No part of the development shall be occupied unless and until space and facilities for bicycle parking have been provided in accordance with the approved details. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

28) No part of the development shall be occupied unless and until car parking spaces suitable for use by disabled persons have been provided in accordance with the approved drawings and documents. These parking spaces shall be retained and permanently reserved for use by disabled persons.

Reason - To ensure that adequate provision is made for parking for disabled persons, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

29) No part of the development shall be occupied unless and until one parking space with an electric vehicle charging point of 7KW has been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. The electric vehicle parking space with charging point shall be retained and reserved for use by electric vehicles.

Reason - To ensure that adequate provision is made for electric vehicle charging, pursuant to policies EN8 and DM1 of the City of Manchester Core Strategy.

30) Facilities for the storage and disposal of waste shall be provided in accordance with the Waste Management Strategy set out in section 5.3 of the Design & Access Statement dated 24.03.2021 by Jon Matthews Architects and the Waste Management Proforma received by the City Council as local planning authority on 01 Apr 2021 before first occupation of the residential units. The facilities shall be implemented in full and shall remain in situ whilst the development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy DM1 of the Core Strategy for the City of Manchester.

31) Before first occupation of the development a detailed Water Safety Impact Statement and Risk Assessment shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details at all times.

Reason - In the interests of water safety pursuant to policies SP1 and DM1 of the Core Strategy.

129924/LO/2021

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

Drawings

149_MP_00_0000 Existing Site Location Plan
149_MP_00_0001 Existing Site Block Plan
149_MP_00_1200 Rev A Proposed Block Plan Ground Floor Plan
149_MP_02_1100 Rev A Proposed Demolition Plan
149_B1_02_2200 Proposed Typical Bedroom Pods - Ground Floor Pods
149_B1_04_2200 Rev A Typical Bedroom Pod Elevations 1 of 2
149_B1_04_2201 Rev A Typical Bedroom Pod Elevations 2 of 2
149_B2_02_2200 Proposed Village Hall Plan
149_B2_04_2200 Rev A Village Hall Elevations 1 of 2
149_B2_04_2200 Rev A Village Hall Elevations
149_B3_02_2200 Rev A Proposed Security Pod Plan
149_B3_04_2200 Rev A Security/Entrance Pod Elevations
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149_B1_04_2200 Rev A Staff Accommodation Elevations: 1 of 2
149_B1_04_2201 Rev A Staff Accommodation Elevations: 2 of 2
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149_MP_04_1201 Rev A Proposed Pod Sectional Elevations
2596-PLA-XX-XX-DR-L-0001 Rev P02 Landscape General Arrangement
2596-PLA-XX-XX-DR-L-1000 Rev P02 Hardworks
2596-PLA-XX-XX-DR-L-2000 Rev P02 Softworks
2596-PLA-XX-XX-DR-L-4001 Rev P02 Lighting Strategy
E-001 P03 External Lighting Strategy Electrical Proposals

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Design & Access Statement dated 24.03.2021 by Jon Matthews Architects;
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Crime Impact Statement dated 5th March 2021 by Greater Manchester Police;
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Ecological Assessment dated March 2021 by The Environment Partnership;
Flood Risk Assessment and Drainage Strategy dated by 30 June 2021 by Curtins;
Phase 1 Preliminary Risk Assessment dated 09 March 2021 by Curtins;
Heritage Statement dated March 2021 by Deloitte;
Waste Management Proforma received by the City Council as local planning authority on 01 Apr 2021;and
Transport Statement dated 09 March 2021 by Curtins.

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

3) Before development commences the following details shall be submitted to and approved in writing by the City Council as Local Planning Authority:

(a) Scaled existing and proposed layout plans clearly annotated to show the proposed works (including showing where building fabric original and non-original) would be removed, altered or concealed);

(b) Scaled existing and proposed cross sections clearly annotated to show the proposed works (including showing where building fabric (original and non-original) would be removed, altered or concealed);

(c) Scaled existing and proposed elevation drawings of all elevations affected by the proposed works (if applicable), eg where breaking through walls. The proposed drawings should be clearly annotated to show the proposed works (including showing where building fabric (original and non-original) would be removed, altered or concealed);

(d) A written specification of the works;

(e) A full architectural method statement for the proposed works.

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

Reason - In the interests of visual amenity and because the proposed works affect a building which is included in the Statutory List of Buildings of Special Architectural or Historic Interest and careful attention to building work is required to protect the character and appearance of this building and to ensure consistency in accordance with policies CC9 and EN3 of the Core Strategy and saved policy DC19.1 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 129923/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
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Oliver West (Sustainable Travel)
City Centre Regeneration
Urban Design & Conservation
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
Greater Manchester Ecology Unit
Network Rail
GM Fire Rescue Service
Manchester Water Safety Partnership**

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

Representations were received from the following third parties:

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service

United Utilities Water PLC
Greater Manchester Ecology Unit
Manchester Water Safety Partnership

Relevant Contact Officer : Lucy Harrison
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