

Application Number	Date of Appln	Committee Date	Ward
134154/VO/2022	20 Jun 2022	1 Sept 2022	Ancoats & Beswick Ward

Proposal City Council Development for the erection of two residential apartment buildings (Use Class C3a), one of 8 storeys (68 apartments) and one of 5 storeys (50 apartments), to form, a total of 118 residential apartments; and erection of ten, 3 storey townhouses (Use Class C3a); together with car and cycle parking provision, hard and soft landscaping including public realm, access, substation and other associated works

Location Land To The West Of Rodney Street, Manchester, M4 6JJ

Applicant Manchester City Council, PO Box 532, Manchester, M60 2LA

Agent Anne Hargreaves, Avison Young (UK) Limited, 6th Floor, 1 City Square, Leeds, LS1 2AL

EXECUTIVE SUMMARY

The proposal would create 128 homes in two apartment buildings and 10 townhouses. The apartment buildings are 8 and 5 storeys and the townhouses 3 storey. Parking, public realm and landscaping would be provided. The proposal is the first project the City Council's 'This City' housing company which seeks to develop high quality, low carbon housing for all Mancunians as part of boosting the City's housing supply which includes providing affordable housing.

Seven objections, one support and two general comments, have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a brownfield site in a highly sustainable location and forms part of the next phase of regeneration in Ancoats known as "Phase 3".

30% of the new homes would be available for affordable rent based on the Manchester Living Rent. The remaining homes would be available for market sale. The proposal would reduce carbon and provide innovative solutions for surface water drainage and biodiversity improvements and a significant area of new public realm enhancing connectivity through the site for pedestrians and cyclists.

Economic The 128 homes would support the City's growing population. This is a key economic driver and is vital to a successful and thriving economy. The construction value of this project is £30 million and would create 548 construction jobs for the 24 month build period. There would be 466 jobs in the supply chain. The GVA of the construction programme to the Manchester economy would be £14.1 million.

Social A local labour agreement would prioritise Manchester residents for construction jobs. Public realm, linkages and green spaces would be created. All the homes would be accessible to meet changing needs of residents. There would be 7 on site parking spaces for disabled people.

Environmental This would be a low carbon development in a highly sustainable location. There would be limited on site car parking with residents encouraged to walk, cycle and use public transport as part of the travel plan. The parking would be fitted with an EV charging point. The new areas of public realm, green spaces and linkages would contribute to place making. Over 132 trees would be planted at the site and along street frontages. This would improve biodiversity and create wildlife habitats. Surface water risk would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated, but the conditions are not unusual and do not present a risk to human health or the environment subject to an appropriate remediation strategy.

The height, scale and appearance would contribute to the area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

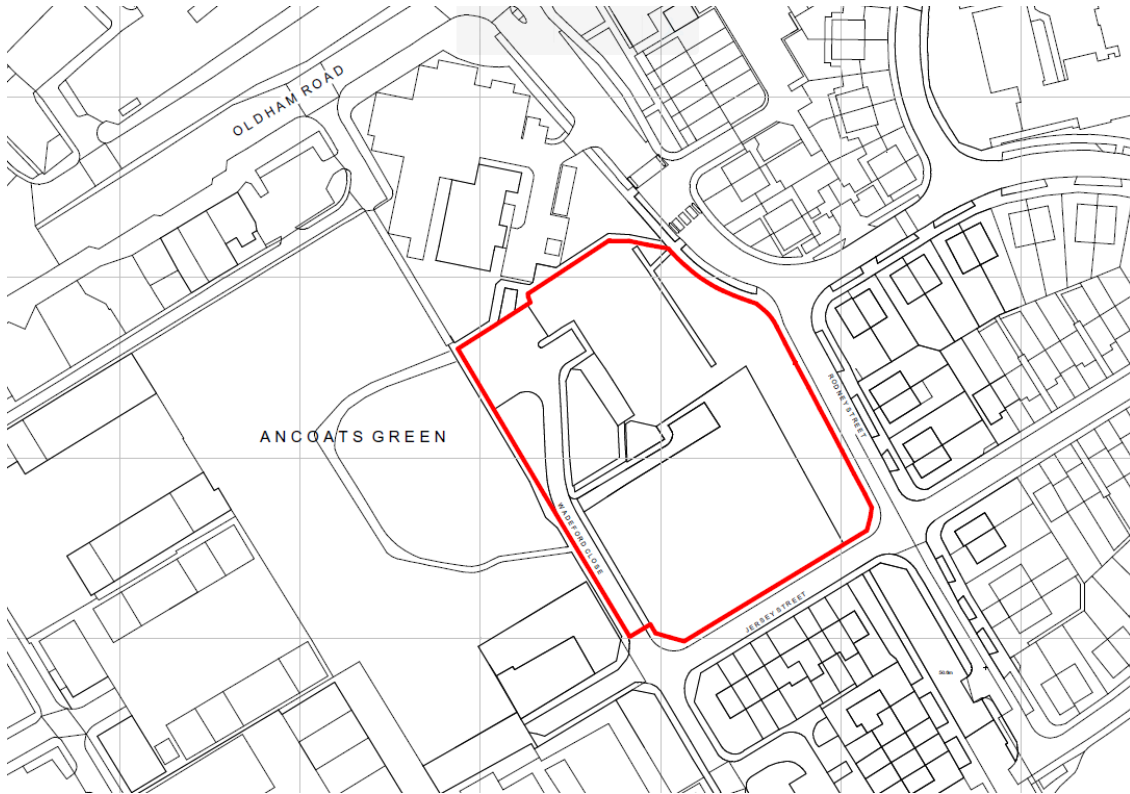
Impact on the historic environment Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

Impact on local residents The impact on daylight/sunlight, overlooking and wind conditions are considered to be acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed.

A full report is attached below for Members consideration.

Description

This 0.76 ha site is bounded by Jersey Street, Rodney Street, Wadeford Close, Butler Street and a public footpath. It is in Ancoats and adjacent to the Miles Platting.



Location plan

It is flat, rectangular site and accessed off Wadford Close. It consists of areas of hard and soft landscaping with mature tree coverage around the perimeter.



Photograph of the site at the junction of Jersey Street and Wadeford Close

Previous buildings at the site were demolished in the late 1990s. Planning permission for a residential development was granted but never developed. The site was considered as part of the Miles Platting PFI but plans did not progress and the site has remained vacant.

Miles Platting has been transformed over the past 15 years with the development of homes and public realm. More recent activity has focused on sites in the Ancoats consisting of higher density housing, with ground floor commercial uses, in new buildings and conversion of existing older buildings. New Islington Free School and medical centre provide amenities which support the significant population growth in the area.

This change has been underpinned by Regeneration Frameworks including the Eastlands Regeneration Framework, the Ancoats and New Islington and Poland Street Zone Neighbourhood Development Frameworks. The site is identified for high density homes which builds on the aspirations of the PFI. The area is dominated by low rise industrial buildings.

The site is adjacent to the Ancoats conservation area and the following listed buildings or structures are nearby: Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Decker Mill Old Mill (Grade II*), Little Mill (Grade II), Former Warehouse and Officers of Old Mill, Decker Mill and New Mill (Grade II),

Union Street Bridge (Grade II) and Victoria Square (Grade II). There are also known archaeological remains.

The site is in Flood Zone 1 and a critical drainage area. A small portion of the site is in the Air Quality Management Area (AQMA) which runs along Oldham Road and the upper section of Butler Street. Traffic associated with the development is likely to use roads in the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools. The area is highly sustainable with access to public transport and pedestrian and cycle links. The New Islington and Holt Town Metrolink stations are nearby.

Planning applications have been approved nearby as part of the regeneration of Ancoats, New Islington and Poland Street NDFs. 1500 homes are expected to be delivered around Poland Street with public realm and an enhanced Ancoats Green.

Sites should be brought forward for homes, including affordable homes, and other public benefits including a "Mobility Hub" which provides parking and cycling to support the new homes. The hub would offer alternatives to car ownership including car club and car share. Other planning permissions include 118 homes in an 8 storey building with ground floor commercial floorspace at Eliza Yard (130354/FO/2021), on the opposite side of Jersey Street, granted permission in July 2021.

The Proposal

The applicant aims to develop high quality, low carbon homes for Mancunians. They aim to deliver 500 every year with any profits made from market rented homes to going towards the provision of affordable homes.

The proposal is for 8 storey and 5 storey apartment buildings to form 68 and 50 homes with 27 one bed (21%) and 91 two beds (71%). There would be ten, 3 storey townhouses, eight with 3 bedrooms and two with 4.

This proposal would provide a mix of market housing and affordable housing with 38 (30%) of the new homes available for Manchester Living Rent, with rents below local housing allowance levels.

The market housing would help to subsidise the homes available at the Manchester Living Rent (MLR) with no requirement for grant funding. The MLR homes would include 14, one beds, 14, two beds, 8, three beds and 2, four beds.

A central green spine would separate the apartment buildings and provide a pedestrian link from Butler Street through the site to Ancoats Green. A private amenity courtyard would provide recreational space for residents of building B.

The townhouses would front Jersey Street with rear private gardens and in curtilage parking to the frontages with an electric car charging point.

A mature grouping of trees along the eastern edge of the site would be retained as part of a landscaped area.

The development would be energy efficient and low carbon. There would be 7 parking spaces for disabled people at buildings A and B all fitted with an EV charging point. A secure cycle store would accommodate 118 cycles. 30 car parking would be provided at the Mobility Hub, creating 47 in total (37%).

Two refuse stores would be located by the lift cores on the ground floor. Recycling would be prioritised with space created in each property. On collection days, the bins would be moved to Butter Street (building A) and Wadeford Close (building B).

The Planning Submission

This planning application has been supported by the following information:

- Air Quality Assessment;
- Archaeological Desk-based Assessment;
- AVO Strategy Summary;
- Broadband Connectivity Assessment;
- Construction Local Labour Proposal;
- Construction Management Plan;
- Crime Impact Statement;
- Daylight & Sunlight;
- Design & Access Statement;
- Extended Phase One Habitat Survey (Preliminary Ecological Appraisal);
- Tree Bat Roost Survey Report;
- Biodiversity Enhancement Measures;
- Assessment of Biodiversity Net Gain (BNG);
- Environmental Standards Statement;
- External Lighting Assessment;
- Fire Statement;
- Flood Risk Assessment and Drainage Strategy;
- Phase 1 Preliminary Risk Assessment;
- Phase II Geo-Environmental Assessment;
- Heritage Assessment;
- Acoustic planning report;
- Planning Statement;
- Transport Statement;
- Framework Travel Plan;
- Tree Survey and Constraints Report;
- Arboricultural Impact Assessment (AIA);
- TV/FM & DAB Reception Survey Report;
- Waste Management Strategy; and
- Wind Microclimate Assessment Report.

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

Consultations

Local residents/local businesses/public opinion

The proposal has been advertised as a major development, as being of public interest and as affecting the setting of a Listed Building and conservation area. Site notices were displayed. Notification letters have been sent to an extensive area and the following comments have been received.

A letter of support is in favour of regenerating the area and the development looks tasteful and fitting. They have some concerns about green spaces (as they believe this development is on Ancoats Green) and raise the importance of new developments containing trees/plants/lawns to maintain green spaces in the area.

Two neutral comments state that the plans would continue to support the redevelopment of the area which is a good thing. However, they are concerned that the many mature trees would not be replaced on a like for like basis which damages the public realm and environment, including exacerbating flooding, and the proposal should be amended to increase the provision of planting to mitigate against those lost. The mobility hub would not provide the spaces required for the demand.

Seven objections have been received as follows:

- There is a need for more community facilities including green spaces or play facilities for kids. The area lacks spaces for the community;
- This proposal would take up valuable green space around Ancoats which there is very little of;
- The proposal would block light. The tall building around Wadeford Close currently create a dark park area;
- The site is currently used as a dog park and prime space. It should be turned into a usable green space rather than cramming more apartments into it;
- This proposal would deprive local residents and wildlife of an essential green corridor and natural environment within the city. The site has ecological value which would be stripped away if the proposal is built;
- There is evidence of bat activity at the site and biodiversity would be lost with new planting unable to grow because of the tall buildings around it. Putting bat boxes up is not enough;
- The proposal would not be able to replace the existing mature trees at the site including habitats, shade, run off management, soil preservation and benefits to peoples health and wellbeing;
- There is a huge problem with vacant buildings in Manchester many of which are second homes. This proposal states that 30% of the homes would be for accessible rent which is still likely to be unaffordable for many local people. The remaining apartments are inaccessible and expensive and would become air b and b properties;
- This proposal is being used as a gateway to unprecedented further development and gentrification across Manchester in the midst of ecological, environmental and social crises when what is actually needed is preservation and care for community resources and concerted efforts at all levels to make the most of what we have;

- The money being put into this project could be used more wisely by being invested in bringing back into use the vacant and underused building throughout the city as truly affordable homes and community facilities for all kinds, subsidising and vastly improving public transport to benefit wider communities while combatting air pollution and ill health, community growing schemes to put people back in touch with nature and where our food comes from, and above all protecting the few natural spaces and essential resources we have left in this city for the benefit of all who use them, and ensuring they remain open to everyone;
- There is a major concern with regards to parking, especially Gartforth Avenue despite years of discussion with the City Council where residents suggested proposals. Parking is problematic in the area and Gartforth Avenue is used as a cut through from Butler Street to Jersey Street. Gartforth Avenue should be restored to its original layout where the Rodney Street end is closed off to traffic and would help with ensuring there is clean air. Residents would adopt any planting that could be put in the street;
- Residents of Lower Vickers Street is struggling with parking issues with several cars parking on the road dangerously due to lack of double yellow lines and/or due to lack of permit parking. There should be a controlled parking zone for the area;
- There is a lack of parking for this development be it driveways or parking for each property. This would result in residents and commuter parking on Lower Vickers Street, Mellor Street and all surrounding residential roads which would become increasingly full. There should be parking restrictions for residents only. Commuter parking is already happening and this would be made worse as a result of the proposal.

Highway Services the traffic impact of the development is minimal and the site is in a highly sustainable area with access to public transport. Wadeford Close would be stopped up and No Waiting at Any time restrictions introduced. The highway on Butler Street would be modified and a loading bay created off Wadeford Close. The Mobility Hub would also provide parking, cycle facilities and bike hire and act as a delivery hub. A travel plan and construction management plan is required.

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

Works and Skills Team advise that the local labour agreement is acceptable.

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

Environment Agency have no comments.

Greater Manchester Archaeology Advisory Service (GMAAS) there are archaeological remains of workers housing and pre industrial field boundaries that would merit archaeological recording. The Written Scheme of Investigation is acceptable.

Greater Manchester Ecology Unit (GMEU) advise that the ecological assessment is appropriate and adequate. The plant species should consider native species. The bat and bird boxes should be secured by planning condition and lighting levels should be agreed.

Historic England have no comments.

Design for Security at Greater Manchester Police the scheme should be carried out in accordance with the Crime Impact Statement which should be a condition.

Health and Safety Executive (HSE) have provided comments on fire safety aspects of the scheme and has highlighted areas where additional consideration should be given. These outstanding matters have been drawn to the applicant's attention to ensure that they are considered early in the design process. Further consideration is given to this within the report below.

Policy

The Development Plan

The Development Plan consists of the Manchester Core Strategy (2012); and saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

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

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

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

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

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in its fabric and construction. The development is supported by a travel plan and 100% cycle spaces. The landscaping includes trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Jersey Street and Rodney Street and an enhanced setting to Ancoats Green. It would be a high quality addition to the street scene and complement existing and recent nearby developments.

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

Policy CC9 Design and Heritage – The proposal provides high quality buildings and fills a significant gap site in this regeneration area.

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

Policy T1 ‘Sustainable Transport’ - All public transport modes are nearby.

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

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

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

Policy H4 ‘East Manchester’ – The proposal would provide high density accommodation with 73% being two and three bedroom and suitable to families.

Policy H8 ‘Affordable Housing’ – 30% of the homes are affordable with rent at levels at or below local housing allowances. This would provide affordable housing in excess of that required by policy H8 and secured through the City Council land interest.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the areas regeneration.

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

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with EV charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure the building has a robust energy strategy. There are no plans for district heating or other infrastructure in the area.

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

Policy EN9 ‘Green Infrastructure’ – Some green infrastructure would be lost The development would provide trees, planting and landscaping and would improve biodiversity. This is considered in detail within the report.

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

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

Policy EN16 ‘Air Quality’ The impact on air quality would be minimised through careful control of construction activities and the removal of existing parking. A travel plan, 100% cycle provision and electric car charging points would minimise the operational aspects of the proposal.

Policy EN17 ‘Water Quality’ - Water saving measures would minimise surface water runoff. Remediation measures are required to minimise any risk to below ground water quality.

Policy EN18, Contaminated Land’ – Ground conditions are not considered to be complex and can be appropriately remediated through an agreed strategy.

EN19 ‘Waste’ – the waste management strategy incorporates recycling principles.

Policy DM1 ‘Development Management’ - Careful consideration has been given to the design, scale and layout of the building along and any impact on residential amenity from loss of privacy and daylight and sunlight.

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

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

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

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

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

Saved policy DC18 'Conservation Areas' – The impact on the Ancoats conservation area is considered in detail in this report.

Saved policy DC19 'Listed Buildings' - The proposal would have minimal impact on the setting of nearby listed buildings. This is considered in detail in this report

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

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

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

Other material policy considerations

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

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

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 ‘Community Safety and Crime Prevention’ – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 ‘The City’s Character Areas’ – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

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

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

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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

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

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

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

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

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

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

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

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

The document represented an update on the Ancoats and New Islington NDF with a particular focus on the Poland Street Zone.

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

An 8 storey height parameter is established within the NDF to help inform height across the area. The application site is also located in the Neighbourhood Integration Character area which seeks to ensure appropriate integration with Miles Platting but that new buildings remains distinctly urban in nature whilst respecting privacy and amenity to the neighbouring community. There are also objectives relating to permeability and linkages through development sites for enhanced connectivity for pedestrians and cyclist as well as retention of existing green infrastructure.

Poland Street Zone Public Realm Strategy (2022)

In March 2022, the City Council's Executive endorsed the Poland Street Zone Public Realm Strategy which forms an addendum to the 2020 NDF. The strategy seeks to set a series of design parameter for streets and spaces in the Poland Street Zone. The document also provided an up-to-date masterplan for new buildings around Ancoats Green following the approval of the Mobility Hub. The boundaries of Ancoats Green remain within its existing boundaries with the built form of this application re-freshed to reflect the emerging proposal which included how public realm should be brought forward at the site.

The proposal are considered to be in line the aspirations of the 2020 NDF and public realm strategy and this is considered in detail within this report.

City Centre Strategic Plan 2015-2018 (March 2016)

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

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

Manchester Strategy (January 2016)

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

increasing the centre for residential is fundamental along with creating a major visitor destination.

National Planning Policy Framework (2021)

The revised NPPF re-issued in February 2021. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 60).

Para 65 states that at least 10% of housing should be for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would redevelop a brownfield site in a key regeneration area for 128 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. 30% of the new homes would be affordable available on an affordable rent basis at rent at or below local housing allowance levels. This is considered in further detail within the report.

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (para 92).

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided.

Section 9 *'Promoting Sustainable Transport'* states that *'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health'* (para 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of

capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 110).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 119).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified

purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The proposal would re-use a largely vacant site. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. The 190 homes would meet known housing and regeneration requirements in the area. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process' (paragraph 126).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not

preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 134).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (para 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of

decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

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

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

High performing fabric would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements include trees and landscaping which is a significant improvement based on the current condition of the site.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a). There is contamination at the site from its former uses/buildings. The ground conditions are not usual or complex and can be appropriately remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with construction but these can be managed to avoid any unduly harmful impacts on amenity. There are no noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during construction. There would be a travel plan and access to public transport. The disabled parking would be fitted with EV charging points.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is

proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (para 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 197)

In considering the impacts of proposals, paragraph 199 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 200 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 203).

The proposal would result in a degree of harm to the heritage assets. This is considered in detail in the report.

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be

locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

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

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

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

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

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

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings

- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

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

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

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

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

Public benefits may also include heritage benefits, such as:

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

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and

other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

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

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

Ancoats Conservation Area declaration

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

The concentration of mill buildings in Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s. Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the Region and is crucial to its long term economic success. There is a crucial link between economic growth, regeneration and the provision of homes and more housing is required to support economic growth.

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required each year and the proposal would contribute towards this. Providing the right quality and diversity of housing is critical to maintaining growth and success.

Successive regeneration frameworks and strategies have promoted residential development at the site dating back to the late 1990s following site clearance. For

the purposes of making planning decisions, the site is previously developed and brownfield in nature.

The Poland Street Zone NDF identifies sites in this area for high density residential led developments. This seeks to build upon what has already been delivered in other parts of Ancoats and New Islington.

The site is in the '*Neighbourhood Integration Character Area*' of the NDF which recognises the relationship between the Ancoats and Miles Platting communities. The NDF stipulates that buildings in this location must remain distinctly Ancoats, and urban in character, whilst being responsive to existing homes and respect privacy. The NDF also sought to reconfigure Ancoats Green and provide an area of public realm in this site.

The Poland Street Zone public realm strategy seeks to enhance Ancoats Green. This has provided an opportunity to consider how the siting of the buildings at the site can incorporate public realm.

The proposal reflects the aspirations of the NDF delivering new homes and contributing positively towards the economic, social and environmental requirements of policies EC3, H1 and H4 of the Core Strategy. The layout of the site, and composition of public realm, reflects the objectives of the public realm strategy.

128 new homes would be delivered including one- and two-bedroom apartments together with 3 and 4 bedroom townhouses. They would be suitable for and attractive to families and consistent with the City's space standards, with all one-bedroom homes suitable for 2 people. 30% would be available for affordable rent which would be set at the Manchester Living Rent.

The homes would be in two 8 and 5 storey apartment buildings and ten 3 storey townhouses. New public realm through the centre of the site, and retention of a significant area of mature landscaping along Rodney Street, would provide an enhanced setting to the buildings. A private courtyard would be provided for residents with private gardens for the townhouses.

This proposal would transform a previously developed, brownfield site in a highly sustainable and well-connected location. The proposals would provide public realm and enhanced links through the site to Ancoats Green. The scale of the development would complement and integrate with the character of Miles Platting and this will be considered in detail elsewhere in this report.

The development would deliver significant economic and social benefits including 548 construction jobs for the 24 month construction period and 466 jobs in the supply chains. There would also be employment associated when the development is occupied. A suitable local labour agreement, to enable the full employment benefits of the proposal to be captured, has been submitted and is acceptable.

The socioeconomic benefit associated with the development of an underutilised and contaminated site are significant and the regeneration would support economic and population growth, create jobs and increase local spending and taxation.

The development would be consistent with regeneration frameworks for the area and the City Centre Strategic Plan and would complement and build on the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

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

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

This application proposes 128 new homes of which 38 (30%) would be available on an affordable rent basis and include 14, one bed, 14, two bed together with 8, three bed townhouse and 2, four bed townhouses.

The rent of these affordable homes would be set at the Manchester Living Rent which would see the homes rent at or below the Local Housing Allowance Levels.

The affordable homes would predominately be the larger property types and offer affordable rent option to families to live in Ancoats. They would be secured through the City Council's land ownership and interest in This City. This would enable the new home to be retained in perpetuity.

The proposal exceeds the requirements of policy H8 and the NPPF.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

The building would be all electric and benefit as the grid decarbonises. The fabric would be highly efficient, with triple glazed windows, to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation with heat recovery system. The heating and cooling systems would be highly efficient. Renewable energy would be used in the form of air source heat pumps providing domestic hot water. There would also be measures incorporated into the development to minimise water consumption together with responsibly sourcing materials and products. Waste management arrangements would prioritise recycling.

These measures would enable the development to achieve a 10.5% reduction in carbon on Part L (2013). This is in excess of the requirement of policy EN6, which seeks a 15% reduction on Part L (2010) (or 9% over Part L (2013)) of the Building Regulations.

17 car parking space at the site which would each be fitted with an electric car charging point. A travel plan would encourage residents to use public transport and reduce vehicle trips. A secure cycle store would provide 100% provision. There would be access to car parking in the mobility hub (around 30%). A significant portion of the spaces within the hub are fitted with electric charging points. Residents would have access to the cycle provision in the hub, car share and hire facilities and the coordinated delivery hub which seeks to minimise delivery traffic.

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

Impact of the historic environment and cultural heritage

The western boundary site is adjacent to the Ancoats Conservation Area. There are no immediately adjacent listed buildings but the development would be seen within the setting of listed buildings in some views. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street Zone.

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

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

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

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

- Wadeford Close (corner of Jersey Street) towards Oldham Road;
- Corner of Garforth Avenue, towards Back of Ancoats; and

- Wadeford Close (Oldham Road) towards Jersey Street.

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

Wadeford Close (corner of Jersey Street) towards Oldham Road

This view is along the eastern boundary of the conservation area and demonstrates the poor urban grain and character of this part of the conservation area. There are no features that contribute positively to the significance of the conservation area.



Existing view along Wadeford Close (corner of Jersey Street) towards Oldham Road

The built form would help to define the street edge along Wadeford Close. Due to its position on the edge of the conservation area, this does not form a key view into and out of the conservation area and therefore the impact on its setting is limited and would not affect its significance as a whole. The scale and appearance of the development would provide a high quality masonry building and bring much needed activity and footfall to the area.



Proposed view along Wadford Close (corner of Jersey Street) towards Oldham Road

Corner of Garforth Avenue, towards Back of Ancoats

This view is from the south eastern corner of the site looking towards the conservation area. The tree coverage means that the buildings in the conservation area are barely legible but there is a distance view of Beehive Mill (Grade II*).



Existing view Corner of Garforth Avenue, towards Back of Ancoats

This view looks into the conservation areas towards the more significant historic core of Ancoats. The development would not obscure the view which would be enhanced by high quality built form. The 3 storey buildings would form a positive addition to the view complementing the existing buildings opposite and respond to the characteristics and significance of the conservation area which has a variety of building heights.



Proposed view Corner of Garforth Avenue, towards Back of Ancoats

Wadeford Close (Oldham Road) towards Jersey Street

The view abuts the conservation area to the west which shows no heritage assets and reflects the poor quality nature of this part of the conservation area. The view does demonstrate the relationship with Ancoats Green.



Existing view Wadeford Close (Oldham Road) towards Jersey Street

The proposal would provide built form along the edge of the conservation area providing an enhanced setting to the heritage asset and Ancoats Green. This is not a highly sensitive view of the conservation area and whilst this development would result in significant change along the boundary of the conservation area, the impact on the significance and legibility of the conservation area as a whole is limited.



Proposed view Wadeford Close (Oldham Road) towards Jersey Street

This would be a major development adjacent to the Ancoats Conservation Area and would make a recognised change to the setting of the heritage asset although it is acknowledged that the views of the conservation area which have been considered are relatively poor or remain legible as a result of the development and the significance of the conservation area would not be harmed as a whole.

This change amounts to a very low level of less than substantial harm, as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area.

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

The proposal would contribute positively to the significance and character of the conservation area through the variation in scale of the buildings across the site (8, 5 and 3 storeys). The response to scale and massing ensures that the impact on the existing buildings are minimised whilst providing a robust edge along the conservation area, framing the key views along the edge of Ancoats Green and along Jersey Street looking towards the conservation area.

The proposal would result in a very low level of less than substantial harm as defined by paragraph 196 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 196 of the NPPF, it is now necessary to consider whether the public benefits would outweigh any harm. The public benefits are considered in detail below.

Impact Assessment

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by public benefits delivered in accordance with the guidance provided in para 196 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental. The redevelopment and regeneration of this brownfield site is in line with Council policy and would bring 128 new homes in a highly sustainable part of the city centre.

The key views demonstrate how the development would have a beneficial impact on the majority of views and the significance of the conservation area through its use of materials, variety of scale and massing and re-establishing built form along the edge of Ancoats Green and Jersey Street.

The tallest element would be 8 storeys reducing to 5 and 3 storeys and respond to the height variation in the conservation area. All the views identified would remain legible and understood with their setting being enhanced through the high quality redevelopment of the site.

There would be enhancements to the public realm in line with the public realm strategy, including re-surfacing footways (with high quality heritage paving as required by the strategy along Jersey Street) and the creation of a significant area of public realm. The tree planting and landscaping would bring biodiversity benefits.

The proposal has a construction value of £30 million and 548 full time equivalent jobs would be created during construction with 466 jobs in the supply chain. These social and economic benefits would be secured through a local labour agreement to prioritise local residents.

There would also be Council Tax receipts and business rates which is estimated to be in the region of £1.5 million over the next ten years (£150,000 per annum).

This would be a low carbon building. An all electric system would benefit from a decarbonising grid. On site energy demands would be met from air source heat pumps. The development would have a low level on site parking with facilities provided in the Mobility Hub. All car parking provided at the site would be fitted with an electric car charging point. 100% cycle provision would be available.

Whilst the development would have localised heritage impacts, this would be a low level of less than substantial harm and would be outweighed by public benefits. It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

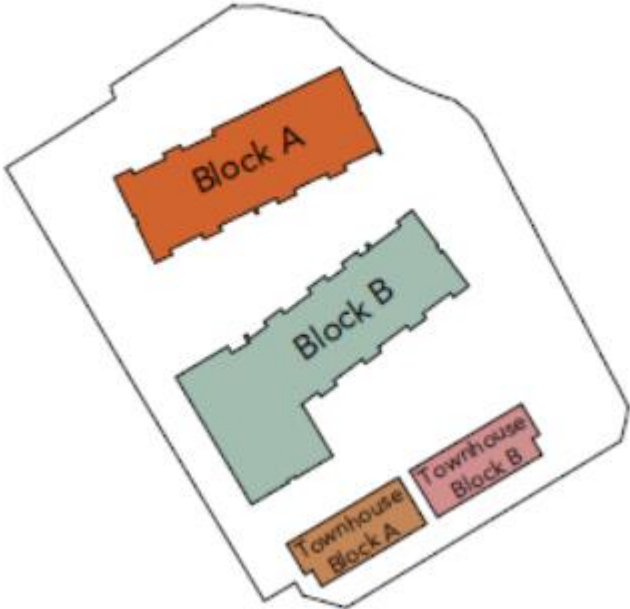
Impact on Archaeology

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

Visual amenity

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

The development comprises two apartment buildings (blocks A and B) and ten townhouse. A central spine of public realm is created in between apartment blocks A and B to provide a link from Miles Platting (Butler Street and Rodney Street) to Ancoats Green. The townhouses would front Jersey Street. Between the townhouses and Jersey Street a residents courtyard would create amenity space for residents. Each townhouse would have a private garden. The remaining spaces around the site would be enhanced to form new public realm.

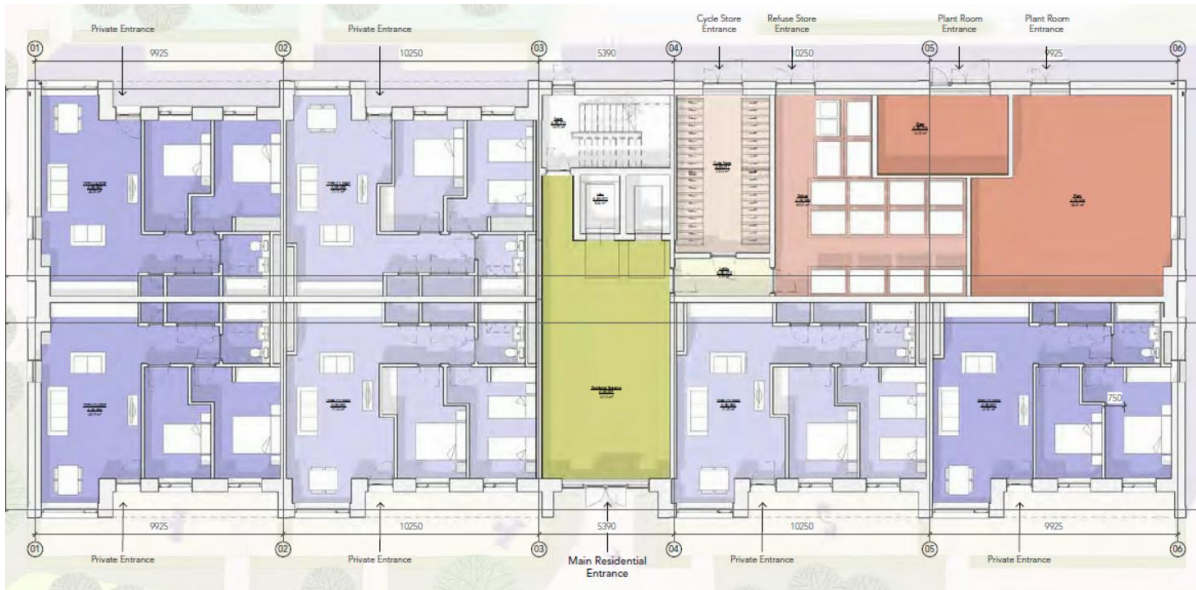


Block Plan



Layout plan showing buildings, public realm and car parking

Apartment block A is rectangular in shape. The ground floor would comprise apartments and the main entrance, accessed from the central spine. Private front doors, with defensible space, to the apartment would activate the public realm. Plant, refuse and cycle storage would be located on the northern side of the building and accessed from the parking area.



Ground floor plan apartment block A

The upper floors of block A are individual apartments with a double height space created at the first floor over the main entrance.

Block B is 'L' shaped with apartments on the ground floor with their own front door. It would contain the main amenity facilities for the development including the management team office with dedicated reception desk, social meeting area and a community hall for wellbeing classes, cinema and work space. Refuse, plant and cycle storage and parking for disabled people is on the ground floor



Ground floor plan apartment block B

The two blocks of townhouses front Jersey Street. They are set back from the footpath to create in curtilage car parking and refuse storage areas. Landscaping, boundary treatment and trees separate each property. Each property has a private garden.

The NDF describes this part of the Poland Street Zone as the '*Neighbourhood Integration*' character area. The NDF establishes a parameter of 8 storeys to guide building heights, but where Ancoats meets Miles Platting, the objectives seek to ensure that developments remain urban in character and 'distinctly Ancoats' but carefully integrate with existing homes with no impact on amenity or privacy. The creation of pedestrian friendly public realm is also a priority.

Apartment block A, at 8 storeys, is the largest and corresponds with the height parameters in the framework. It is adjacent to the 13 storey Tribe building. The scale decreases with block B at part 5, part 3 storeys and the townhouses at 3 storeys. This responds to the low rise terrace housing opposite and the townhouses along Rodney Street and beyond which are part of developments in the Miles platting PFI.



Apartment buildings A and B – view from Ancoats Green

The change in scale and massing respects the mixed character of existing homes. The main material would be red masonry with deep window reveals providing depth to the façade. Both apartment blocks adopt a similar design approach. The base has individual front doors and main entrances which are articulated through a brick recess for the apartments and double height curtain walling for the main entrances.



Recessed entrances to the ground floor apartments and double height main entrance



Block A elevations

Apartment block B would have double height curtain walling to the internal amenity area which provides views over Ancoats Green and the central spine.



South Elevation - Planning
1:100



Block B elevations

The upper floors have a regular window arrangement set within deep brick reveals. Slim profile window frame, a discrete ventilation system in the soffit of the window and delicate Juliet balconies would deliver a high quality building.



Deep window reveals and slim profile windows

The town houses would use red masonry with windows set in deep reveals.



Elevations of the townhouses



Image of the townhouses along Jersey Street

This would be an early development in the NDF and could act as a catalyst for further regeneration. As other developments come forward, the development would become

part of a series of developments focused around Ancoats Green. Its scale, massing and appearance provides a transition between the denser developments in the heart of Ancoats to the low rise developments of Miles Platting. The masonry façade responds to other developments in the area. The design is considered to be of a high standard and conditions would ensure that it is delivered to the required quality.

Impact on Trees

There are 24 individual trees and 15 tree groups on the site. They have been subject to an arboricultural assessment and are classified as follows:

- Category A (High Value) – 21 recordings (comprising of individual and group trees);
- Category B (Moderate Value) – 14 recordings (comprising of individual and group trees);
- Category C (Low Value) – 4 recordings (comprising of individual and group trees);

The higher value trees are located around the site perimeter.

45 trees would be removed, including: 20 Category A (High Quality) with 7 individual trees and 13 group trees; 20 Category B (moderate quality) with 5 individual trees and 15 group trees; and, 5 Category C (low quality) all group trees.

Policy EN9 states that new developments should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer should demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

As many of the mature trees as possible have been retained. Not all could be retained if the site is to be developed a way which would deliver the regeneration objectives. Notwithstanding this, the redevelopment delivers significant regeneration benefits. 132 trees would be planted in the public realm and landscaping works in mitigation of those lost. This would bring biodiversity benefits which are considered elsewhere within this report. This would satisfy policy EN9 of the Core Strategy.

Impact on Ecology

An ecological appraisal concludes that the development would not cause significant or unduly harmful impacts to local ecology. Greater Manchester Ecology Unit (GMEU) concur with its findings.

The planting, trees and street trees would enhance green infrastructure, biodiversity and the ecological value of the site. A condition would agree final details to comply with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site.

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

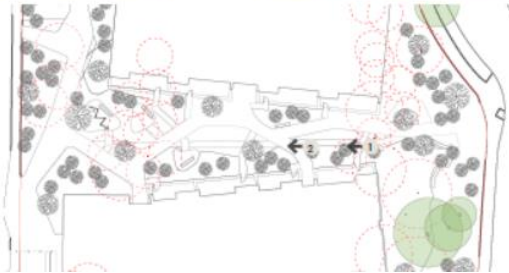
The NDF states that developments in the Neighbourhood Integration character area should create attractive and people friendly street spaces allowing for permeability for pedestrians and cyclist, integrate existing trees and create new green streets.

The landscaping would provide a high quality setting with public realm and links through to adjacent sites and communities. It comprises three main elements: Green street, private courtyard and green strip.



Landscape and public realm masterplan

The central spine would link Butler Street/Rodney Street with Ancoats Green. Interlinked pathways would lead pedestrians and cyclist through the site with incidental spaces to dwell, relax and play.



Images of the Green Street

The private courtyard would provide a natural landscaped area for residents in a private space, with trees, shrub planting and seating.

The mature tree boundary to the east of the site would repurposed and improved with new planting and informal pathways. Additional tree planting would enhance the character of the area and add visual interest.

High quality heritage materials would be used throughout the landscaping and along the footways in line with the public realm strategy.

The trees, soft planting and rain gardens which enable the site to manage its surface water, provides an opportunity to improve the ecology and biodiversity. A landscape management plan should be agreed by condition.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment of the impact on the daylight and sun light received by surrounding properties has been undertaken. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

The following homes were assessed:

- 1-7 Rodney Street
- 2 Butler Street
- 22 Garforth Avenue
- 86-100 Jersey Street; and
- Butler Street (129187/FO/2021).



Properties assessed for daylight and sunlight

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

The BRE guidelines provide the requirements governing daylight to existing residential buildings around development sites. The light available to a window depends on the amount of unobstructed sky that can be seen from the centre of the window. The amount of visible sky and amount of available skylight is assessed by calculating the vertical sky component (VSC) at the centre of the window. The guidelines advise that bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. They also suggest that distribution of daylight within rooms is reviewed although bedrooms are considered to be less important.

The BRE guidelines also sets out a more detailed tests that assesses the daylight conditions in rooms. These include the calculation of the Average Daylight Factors (ADF) which determines the level of illumination.

Where a VSC result show that a room would be adversely impacted, an ADF and/or DD analysis should be prepared to enable a more informed view to be taken as to the overall impact on daylight levels.

For sunlight, there is a requirement to assess main windows which face within 90 degrees due south. Windows which do not face within 90 degrees due south do not get direct sunlight.

A summary of the daylight impacts are detailed below:

1-7 Rodney Street

All 27 windows/16 rooms assessed would accord with the BRE target for VSC/NSL and daylight. 5 rooms assessed for sunlight all accorded with the ASPH guidelines.

2 Butler Street

98 windows were assessed, to 74 habitable rooms. 96 windows (98%) currently achieve the 27% VSC target. 71 rooms were assessed for NSL and currently meet the BRE criteria.

The two windows which do not the VSC target, one of the windows is reduced between 20-29.9% whilst the other is reduced in excess of 30%. This amounts to a minor and moderate reduction respectively. These windows serve bedrooms which are considered to have a lesser requirement for daylight than main habitable rooms. The rooms which do not meet the NSL target, there is a reduction of 20-20.9% which is considered a minor reduction.

All 25 rooms assessed for sunlight accorded with the ASPH guidelines.

22 Garforth Avenue

All the 6 windows/3 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight. A room assessed for sunlight would accord with the ASPH guidelines.

86-100 Jersey Street

All the 17 windows/17 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight.

Butler Street (129187/FO/2021)

All the 38 windows/30 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight. 10 rooms assessed for sunlight would accord with the ASPH guidelines.

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

(b) TV reception

A TV reception survey has concluded that there is likely to be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

A broadband connectivity assessment concludes that fibre optic broadband is not available at a number of addresses currently near to this site. However, given the number of homes provided, the development would be eligible for free installation.

(c) Air Quality

An air quality assessment has considered air quality impacts during construction and when the development is complete/occupied, and whether mitigation is required.

The construction phase assesses effects of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the potential air quality impacts when the development is complete/occupied has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local receptor locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

A small proportion of the site is in the Greater Manchester Air Quality Management Area (AQMA), where air quality conditions are known to be poor from emissions from the road network, along Butler Street. The remainder of the site is outside of the AQMA but close to it.

The air quality assessment has considered the impact of the development on the AQMA.

There are sensitive receptors on routes predicted to experience significant changes in traffic flow. No ecological receptors were identified at the site. The main emissions during construction are from dust and particulate matter from earthworks, particularly during the dry months, from construction materials and/or vehicle emissions for construction waggons.

The construction activities are likely to give rise to short term but predictable impacts on dust and particulate matter concentrations on the surrounding area. The likely source of this is vehicle emissions, dirt on the highway, demolition and wind effects on stockpiling of material.

Good on site practices would mitigate dust and air quality impacts and ensure they do not have a significant on nearby residents and local air quality conditions. This should remain in place for the duration of the construction period and should be a condition of the planning approval.

The impact on air quality when the development is occupied is likely to be from vehicle emissions and the associated impact on nitrogen oxide and particulate matter. The proposal would only have 17 on site car parking spaces at the site.

The impact of vehicle emissions and the effects of changes in traffic flow in relation to nitrogen oxide and particulate matter would be negligible. Exceedances of nitrogen oxide and particulate matter are not predicted at the site or on the adjacent AQMA.

The development would support sustainable travel. All parking spaces would be fitted with an electric vehicle charging point and there would be 100% cycle spaces. A travel plan would promote sustainable travel and exploit nearby walking and cycling routes and the proximity to the city centre.

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

(d) Wind Environment

A wind assessment has examined potential effects on the wind environment and in particular, wind flows that would be experienced by pedestrians and the influence on their activities. A study area of 500 metre radius around the site was established.

The assessment also considered necessary mitigation measures to minimise the impact on the wind microclimate.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments.

There are no known wind conditions at the site. Once the development is complete the conditions in and around the site would remain suitable for use. Consideration has also been given to the wind conditions once other developments in the area are complete and the report demonstrates that the wind conditions remain suitable.

Noise and vibration

The main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the adjacent rail/tram lines.

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

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

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

Waste management

Sufficient space would be provided in each home for the storage and recycling of waste. Building A would have a 49.01 sqm refuse store and building B would have a 47.5 sqm refuse store. Both stores are on the ground floor adjacent to the main entrance lobby. The space provided exceeds Council guidelines and would cater for all waste and recycling streams, The townhouses would have their own individual refuse area located at the front of the property containing 4 x 240 litre bins.

Waste removal would take place on Butler Street for block A, Wadeford Close for block B and Jersey Street for the townhouses. The waste bin for the apartments would be moved to the highway on collection day by the on site management team and promptly returned once emptied.

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

Accessibility

All entrances would be level including step free access to the townhouses. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm.

All the homes would conform to the requirements outlined in Approved Document M4(2) Category 2: 'accessible and adaptable dwellings' (AD M4 2). By meeting these criteria, homes would be delivered that can be adapted over time to meet the changing needs of its occupants including older and disabled occupants.

There would be 7 parking bays for disabled people (4 for block A and 3 for block B). These bays would all be fitted with an electric car charging point.

Flood Risk/surface drainage

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

A drainage statement has been considered by the City Council's flood risk management team. The drainage strategy includes measures to minimise surface water run off. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby. A transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

The development would provide seven bays for disabled people, all with an electric car charging point and the 10 townhouses would also have in curtilage parking with an electric car charging point.

30 spaces in the Mobility Hub would be allocated to this development (around 30% provision), along with car share and car club facilities. At least 25% of the car parking in the Hub would be electric vehicle charging ready with the remaining spaces having the required infrastructure to be fitted as demand grows. The hub would offer additional secure cycle provision and coordinated delivery hub, minimising parcel deliveries through the phase 3 area. Deliveries would be taken to this development by a cargo bike.

This development would provide 47 parking spaces (37%). This is a similar level to other developments which have received planning permission in the phase 3 area.

The site is also close public car parks and residents would be supported to access parking through the travel plan.

118 secure cycle spaces would be provided at the site. A travel plan would support the travel needs of residents including supporting offsite parking if required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one.

Wadeford Close would be stopped up and No Wating at Any time restrictions introduced. There would be alterations to the highway on Butler Street and creation of a loading bay off Wadeford Close for servicing.

The Public Realm Strategy for the phase 3 area requires a review the traffic regulation orders in order to minimise car journeys through the area and create a more pedestrian and cycle friendly environment. There are also known commuter parking issues in the adjacent neighbourhood of Miles Platting beyond Butler Street.

This development would not exacerbate car parking problems. However, the applicant acknowledges that a review of the traffic regulations orders (TROs) in the area would be beneficial, together with the implementation of works, and this should take place before the occupation of this development.

Whilst not necessary to support the proposal, the applicant has offered to accept a planning condition to ensure the review of the TROs on surrounding streets is undertaken and a strategy for works is prepared for approval. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

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

Ground conditions

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

Construction management

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

Construction vehicles are likely to use Butler Street, Oldham Road and Great Ancoats Street which should minimise disruption on the local network. A number of planning permission have been granted in the Poland Street Zone and coordination between the schemes would be required to minimise impacts to local residents and effects on the local highway network. The applicant is committed to working with others and communicating with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

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

Fire Safety

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control.

A number of queries raised by the HSE have been addressed. There are outstanding matters but these are issues that should be addressed through Building Control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and therefore the issues are being considered early in the design process as a result of the consultation at Gateway One.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

Permitted Development

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

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

It is also considered appropriate to remove the right to extend the apartment building upwards and remove boundary treatments without express planning permission as

these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Conclusion

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

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

This proposal would contribute positive to the supply of new homes in the area by providing 128 one and bedroom apartments along with 3 and 4 bedroom townhouses. 30% of the new homes would be available for Manchester Living Rent.

Active frontages and high quality façades would make a positive contribution to the street scene and adjacent conservation area by removing this vacant site. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

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

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

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

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

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

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise, traffic and air quality impacts. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

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

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

Drawings

RODSTA-BUT-ZZ-ZZ-DS-A-01070-PL1, RODSTA-BUT-ZZ-ZZ-DS-A-01071-PL1, RODSTA-BUT-ZZ-ZZ-DE-A-01072-PL1, RODSTA-BUT-ZZ-00-DP-A-00001-PL1, RODSTA-BUT-ZZ-00-DP-A-00002-PL1, RODSTA-BUT-ZZ-00-DP-A-01000-PL1, RODSTA-BUT-ZZ-00-DP-A-01001-PL1, RODSTA-BUT-T-00-DP-A-01022-PL1, RODSTA-BUT-T-01-DP-A-01023-PL1, RODSTA-BUT-T-02-DP-A-01024-PL1, RODSTA-BUT-T-R2-DP-A-01025-PL1, RODSTA-BUT-TA-XX-DE-A-01035-PL1, RODSTA-BUT-TB-XX-DE-A-01036-PL1, RODSTA-BUT-T-XX-DZ-A-01044-PL1, RODSTA-BUT-T-XX-DZ-A-01045-PL1, RODSTA-BUT-T-XX-DS-A-01053-PL1, RODSTA-BUT-ZZ-XX-DD-A-01055-PL1, RODSTA-BUT-T-XX-DD-A-01057-PL1, RODSTA-BUT-A-XX-DP-A-01060-PL1, RODSTA-BUT-B-XX-DP-A-01061-PL1, RODSTA-BUT-T-XX-DP-A-01062-PL1, RODSTA-BUT-ZZ-ZZ-DS-A-01068-PL1,

RODSTA-BUT-ZZ-ZZ-DZ-A-01075-PL1, RODSTA-BUT-XX-XX-VS-A-01082-PL1, RODSTA-BUT-A-ZZ-SA-A-01090-PL1, RODSTA-BUT-B-ZZ-SA-A-01091-PL1, RODSTA-BUT-TA-ZZ-SA-A-01092-PL1, RODSTA-BUT-TB-ZZ-SA-A-01093-PL1, RODSTA-BUT-ZZ-XX-RP-A-01110-PL1, RODSTA-LYR-XX-ZZ-DWG-L-1001-Rev 3, RODSTA-LYR-XX-ZZ-DWG-L-1002, RODSTA-LYR-XX-ZZ-DWG-L-3001, RODSTA-LYR-XX-ZZ-DWG-L-5001, RODSTA-LYR-XX-ZZ-DWG-L-5002, RODSTA-LYR-XX-ZZ-DWG-L-5003, RODSTA-LYR-XX-ZZ-DWG-L-8001, RODSTA-MET-ZZ-00-DR-E-6350-S2-P03, RODSTA-MET-ZZ-00-DR-E-6351-S2-P02, RODSTA-MET-ZZ-00-DR-ME-9001-S2-P04 and 900350-002 Rev 3 stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

RODSTA-BUT-A-00-DP-A-01005-PL2, RODSTA-BUT-A-01-DP-A-01006-PL2, RODSTA-BUT-A-ZZ-DP-A-01007-PL2, RODSTA-BUT-A-R7-DP-A-01013-PL2, RODSTA-BUT-B-00-DP-A-01014-PL2, RODSTA-BUT-B-01-DP-A-01015-PL2, RODSTA-BUT-B-02-DP-A-01016-PL2, RODSTA-BUT-B-03-DP-A-01017-PL2, RODSTA-BUT-B-04-DP-A-01018-PL2, RODSTA-BUT-B-R4-DP-A-01019-PL2 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022

RODSTA-BUT-A-XX-DE-A-01030-PL2, RODSTA-BUT-A-XX-DE-A-01031-PL2, RODSTA-BUT-A-XX-DE-A-01032-PL2, RODSTA-BUT-B-XX-DE-A-01033-PL2, RODSTA-BUT-B-XX-DE-A-01034-PL2, RODSTA-BUT-A-XX-DZ-A-01040-PL2, RODSTA-BUT-A-XX-DZ-A-01041-PL2, RODSTA-BUT-B-XX-DZ-A-01042-PL2, RODSTA-BUT-B-XX-DZ-A-01043-PL2, RODSTA-BUT-A-XX-DS-A-01050-PL2, RODSTA-BUT-A-XX-DS-A-01051-PL2, RODSTA-BUT-B-XX-DS-A-01052-PL2, RODSTA-BUT-ZZ-00-DZ-A-01056-PL1, RODSTA-BUT-ZZ-ZZ-DS-A-01069-PL2, RODSTA-BUT-ZZ-ZZ-DS-A-01071-PL2, RODSTA-BUT-ZZ-ZZ-DE-A-01073-PL2, RODSTA-BUT-XX-XX-VS-A-01080-PL2 and RODSTA-BUT-XX-XX-VS-A-01081-PL2 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2022

Supporting Documents

Internal Daylighting Report (RODSTA-MET-ZZ-XX-RP-DM-9712-S3-P02), Air Quality Assessment (PRO-068835, June 2022), Archaeological Desk-based Assessment (SA/2022/25 Version 2), AVO Strategy Summary (RODSTA-MET-ZZ-XX-RP-ME-9715-S3-P02), Thermal Comfort Report (RODSTA-MET-ZZ-XX-RP-ME-9711-S3-P02), 3D Modelling & Level 2 AVO assessment (22013-M004-E), Façade Design Note (RODSTA-BUT-ZZ-XX-RP-A-01103-PL1), Broadband Connectivity Assessment (Issue 1.0, 07/06/2022), Construction Local Labour Proposal (dated 13 June 2022), Construction Management Plan (dated 13 June 2022), Crime Impact Statement (2022/0141/CIS/01, Version B), Daylight & Sunlight (2118-ep-22-0706(DaySun Report), Design & Access Statement (RODSTA-BUT-ZZ-XX-RP-A-01100-PL1), Extended Phase One Habitat Survey (Preliminary Ecological Appraisal) (Version 3, 01.06.2022), Tree Bat Roost Survey Report (Version 3, 01.06.2022), Biodiversity Enhancement Measures (Version 3, 01.06.2022), Assessment of Environmental Standards Statement (RODSTA-MET-ZZ-XX-RP-Z-9951-P01), External Lighting Assessment (RODSTA-MET-XX-XX-RP-E-9102-S2-P02), Fire Statement (MA22046, Revision R01, 09/06/2022), Flood Risk Assessment and Drainage Strategy (079056-CUR-00-XX-RP-D-92001, V02), Phase 1 Preliminary Risk Assessment (079056-CUR-00-XX-DR-GE-001, V01), Phase II Geo-Environmental Assessment

(UK21.5551, Issue 1), Heritage Assessment (RODSTA-BUT-ZZ-XX-RP-A-01101-PL1), Acoustic planning report (22013-R01-C), Transport Statement (RODSTA-HYD-ZZ-00-RP-A-4001-P2), Framework Travel Plan (RODSTA-HYD-ZZ-00-RP-A-05001-P2), Tree Survey and Constraints Report (Version 2, 01.06.2022), Arboricultural Impact Assessment (AIA) (Version 4, 01.06.2022), TV/FM & DAB Reception Survey Report (TBAER063, 12th May 2022), Waste Management Strategy (RODSTA-BUT-ZZ-XX-RP-A-01102-PL1), Planning Statement (Including Statement of Community Involvement and Affordable Housing Statement) (June 2022) and Wind Microclimate Assessment Report (18797, 8 June 2022) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

Fire Statement (MA22046, Revision R02, 09/08/2022) stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022

Contaminated land assessment (GEA-22434-22-182) prepared by IDOM, Written Scheme of Investigation (WSI) for an archaeological evaluation, Rodney Street (27.07.22, Version 1) and Response to Highway Comments including tracking drawings stamped as received by the City Council, as Local Planning Authority, on the 9 August 2022

Email from Anne Hargreaves "Updated Carbon Emissions" stamped as received by the City Council, as Local Planning Authority, on the 18 August 2022.

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 vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the clearance including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

4) a) The development shall be carried out in accordance with the Construction Local Labour Proposal (dated 13 June 2022) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

The approved document shall be implemented as part of the construction of the development.

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

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

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

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

5) Notwithstanding the details submitted on the Flood Risk Assessment and Drainage Strategy (079056-CUR-00-XX-RP-D-92001, V02) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022 (a) the development shall not commence (other than enabling works including site clearance and service diversions) until a scheme for the drainage of surface water from the development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Consideration of an alternative green SuDS solution (such as SuDS enabled street trees) if practicable;
- 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 45% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that are diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

6) A programme of archaeological works for the development hereby approved shall be undertaken in line with the Written Scheme of Investigation (WSI) for an archaeological evaluation, Rodney Street (27.07.22, Version 1) stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022. The works are to be undertaken in accordance with the WSI, which covers the following:

(a). A phased programme and methodology of investigation and recording to include:

- archaeological evaluation trenching;

- pending the results of the above, an open-area excavation if required (subject to a revised WSI).

Prior to the first occupation of the development, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

(b). A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.

(c). deposition of the final report with the Greater Manchester Historic Environment Record.

(d). dissemination of the results of the archaeological investigations commensurate with their significance.

(e). provision for archive deposition of the report and records of the site investigation.

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

7) a) Notwithstanding the Phase 1 Preliminary Risk Assessment, Rodney Street, Ancoats, Curtins, Reference: 079056-CUR-00-XX-DR-GE-001 V01, 9 July 2021 and Phase II Geo-Environmental Assessment, Land off Rodney Street, EPS, Reference: UK21.5551, Issue 1, 17th December 2021 stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022 and Contaminated land assessment (GEA-22434-22-182) prepared by IDOM stamped as received by the City Council, as Local Planning Authority, on the 9 August 2022, the development shall not commence (other than enabling works including site clearance and service diversions) until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Further SI has been recommended to delineate contamination;
- Provision of the calibration certificate(s) for the gas monitoring equipment to cover the entire monitoring period;
- Updated Risk Assessment to take account of elevated contaminants, lead and benzo(a)pyrene;
- Updated Risk Assessment to take account of asbestos found in soil samples;
- The Risk Assessment for controlled water is checked due to the errors in the human health risk assessment;
- Further SI has been recommended which may also update the risk assessments to date;
- Submission of a detailed remediation strategy.

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

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

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

8) The development shall Construction Management Plan (dated 13 June 2022) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

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

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of the development dilapidation survey of surrounding roads is submitted for approval in writing by the City Council, as Local Planning Authority. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Within two months of the first occupation of the development, a post development dilapidation survey shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include remedial measures to re-surface and repair carriageways where necessary. Any remedial works shall be undertaken within two months of approval.

Reason – In the interest of minimising the impact on the condition of the carriageway pursuant to policy DM1 of the Manchester Core Strategy (2012).

10) Prior to the commencement of the development details of the construction traffic access arrangements via Wadeford Close in the event Jersey Street is closed shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented for the duration of the construction works.

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

11) The brick for the development hereby approved shall be Wienerberger Blended Red Multi Gilt Stock.

Prior to the commencement of the development (other than enabling works including site clearance and service diversions), all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining, ventilation/air brick details and a strategy for quality control management.

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

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

12) The window reveals and soffits for the development shall be carried out in accordance with drawings RODSTA-BUT-A-XX-DZ-A-01040-PL2, RODSTA-BUT-A-XX-DZ-A-01041-PL2, RODSTA-BUT-B-XX-DZ-A-01042-PL2, RODSTA-BUT-B-XX-DZ-A-01043-PL2 stamped as received by the City Council, as Local Planning Authority, on the 19 August 2022 (Apartments) and drawings RODSTA-BUT-T-XX-DZ-A-01044 - PL1 and RODSTA-BUT-T-XX-DZ-A-01045 - PL1 stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022

The extent of the window reveals and detailing will be as follows:

- Full brick reveal and full brick soffit.

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

13) Notwithstanding drawing RODSTA-LYR-XX-ZZ-DWG-L-8001 Rev - stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022, prior to any above ground works, details of the siting, scale, appearance and material for the proposed boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

14) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement (RODSTA-MET-ZZ-XX-RP-Z-9951-P01) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022 and Email from Anne Hargreaves "Updated Carbon Emissions" stamped as received by the City Council, as Local Planning Authority, on the 18 August 2022.

The development shall achieve a minimum of 10.5% improvement over Part L 2013.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of a building at the development hereby approved.

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

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

This shall include:

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

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

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

16) a) Notwithstanding drawings RODSTA-LYR-XX-ZZ-DWG-L-1001-REV 3 and RODSTA-LYR-XX-ZZ-DWG-L-3001-REV- stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022, prior to any above ground works, details of a hard and soft landscaping treatment scheme (including the proposed size and species of trees) shall be submitted for approval in writing by the City Council as local planning authority.

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

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

17) (a) Notwithstanding the Acoustic Planning Report (22013-R01-C) stamped as received by the City Council, as Local Planning Authority on 20 June 2022, prior to the first occupation of a building of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of a building of the development.

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

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

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

Gardens and terraces (daytime) 55 dB L Aeq

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

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1

of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) (a) Prior to the first occupation of a building of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

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

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

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

19) The waste management arrangements for the development hereby approved shall be carried out in accordance with the Waste Management Strategy (including MCC's Waste Proforma) (RODSTA-BUT-ZZ-XX-RP-A-01102-PL1) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

The details shall be implemented prior to the first occupation of a building of the development and thereafter retained and maintained in situ.

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

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

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

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

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

22) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (2022/0141/CIS/01, Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

23) Prior to the first occupation of the development, the siting, scale and appearance of the external cycle and refuse stores for each townhouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle storage arrangements for apartment buildings A and B shall be carried out in accordance with drawings RODSTA-BUT-A-00-DP-A-01005 - PL2 and RODSTA-BUT-B-00-DP-A-01014 - PL2 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2022.

The approved details shall be implemented prior to the first occupation of a building of the development and thereafter retained and maintained in situ.

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

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

This shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site. These footway improvements/reinstatement works shall include details of materials (including the use of high quality material including natural stone where appropriate and in line with the Poland Street Zone Public Realm Strategy (2022). This relates to the footways along Jersey Street, Rodney Street and Butler Street.
- Stopping up of Wadeford Close including creation of No Waiting at Any Time Restrictions and creation of a loading bay;
- Alterations to the highway to form access from Butler Street including provision of appropriate tactile paving and dropped kerbs;

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

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

25) Prior to the first occupation of the development hereby approved, a scheme of Traffic Regulation Order(s) (TROs) for the streets surrounding the development in Ancoats and Miles Platting shall be submitted for approval in writing by the City Council, as Local Planning Authority. The submitted scheme shall include an explanation as to the extent of the TRO(s) proposed and timescale for implementation.

The approved scheme shall be implemented in line with a timetable agreed in writing with the City Council as Local Planning Authority.

Reason – To ensure an appropriate and comprehensive review of existing Traffic Regulation Orders (TROs) is undertaken in Ancoats Phase 3 and the adjacent Miles Platting neighbourhood taking account of new development in the area and appropriate amendments and introduction of new TROs is progressed in line with a strategy pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

26) Prior to any above ground works, a Stage 1 Road Safety Audit and servicing plan for building B shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall detail the servicing and reversing distances for this building together and appropriate mitigation dependant on the outcome of the Road Safety Audit. Any approved mitigation shall be implemented prior to the first occupation of the development and thereafter retained and maintained for as long as the development is in use.

Reason – In the order to devise an appropriate servicing strategy for building B in the interest of highway and pedestrian safety pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

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

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

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

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

30) Prior to the first occupation of the development, details and specifications of 7 kw fast charging electric car charging points for each townhouse and the car parking spaces associated with apartment buildings A and B shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

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

31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations, outbuildings or upwards extensions at the townhouses shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the townhouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

33) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further development in the form of upward extensions to the apartment buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

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

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

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

35) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained within the Arboricultural Impact Assessment (Version 4) stamped as received by the City Council, as Local Planning Authority on the 20 June 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the buildings for their permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

36) The development hereby approved shall be carried out in accordance with the Framework Travel Plan (RODSTA-HYD-ZZ-00-RP-A-05001-P2) stamped as received by the City Council, as Local Planning Authority, on the 20 June 2022.

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

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

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

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

37) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the apartments and the townhouses shall be submitted for approval in writing by the City Council as Local Planning Authority. The air source heat pumps must also comply with the noise criteria as specified in condition 18. The approved details shall then be implemented prior to the first use of each part of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual and residential amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

38) The development hereby approved shall include for full disabled access to be provided to the residents courtyard and communal walkways and via the main entrances of the apartment blocks and to the floors above.

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

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

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

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

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

41) Prior to the first occupation of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

Informatives

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer. The S278 will include, but is not limited to: TROs, creation of the new access on Butler Street, footway works etc.

Note: A 'Stage 1' Road Safety Audit should be completed and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

If adoption is required the highway works will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; materials, layout, drainage, street-lighting, surfacing, stats etc.

It should be noted that any non-standard materials, and street trees, will attract commuted sums for on-going maintenance.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

You should ensure that the proposal is discussed in full with Building Control to ensure that it meets with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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: 134154/VO/2022 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

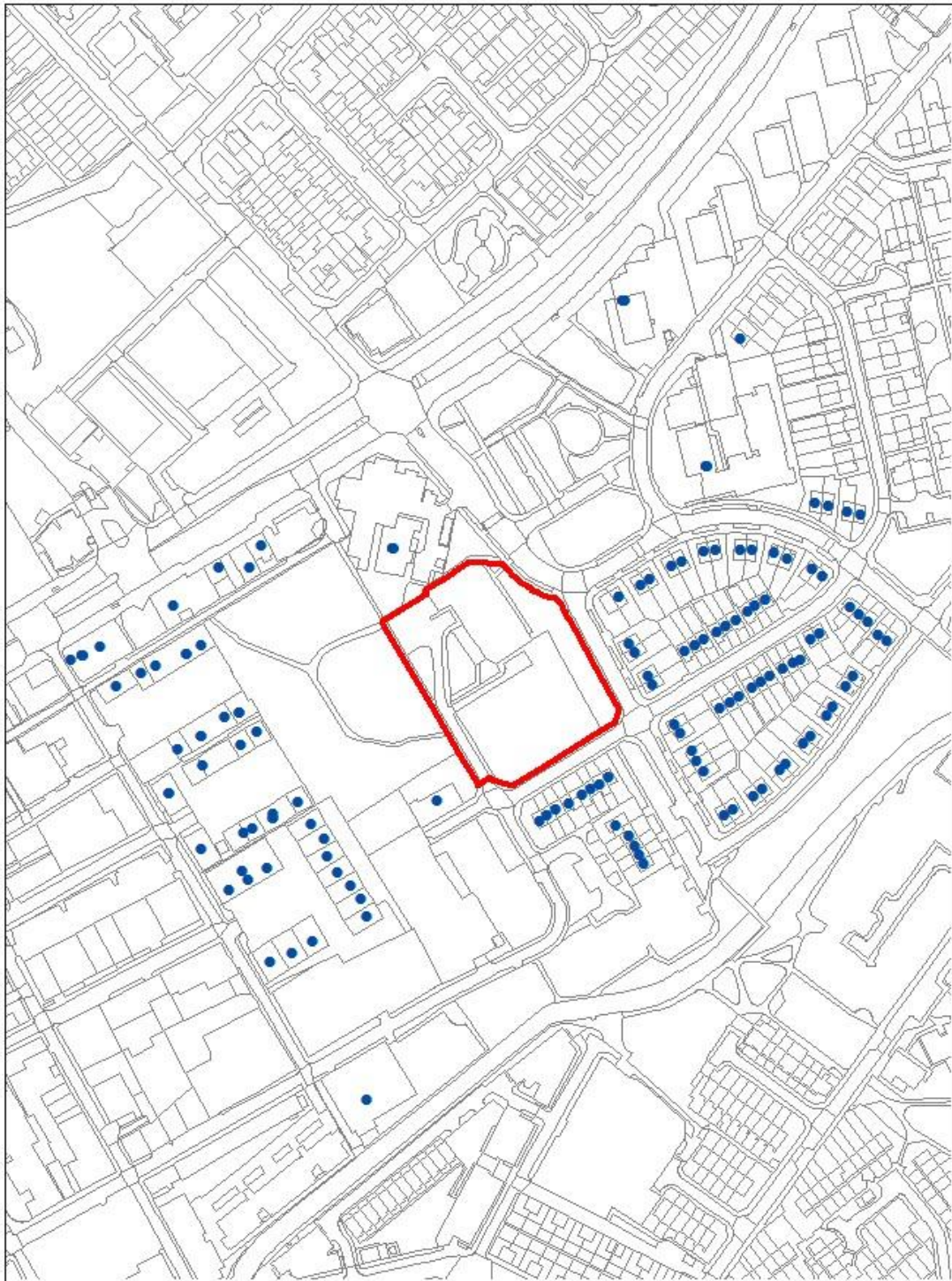
The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
United Utilities Water PLC
Manchester Airport Safeguarding Officer
Health & Safety Executive (Fire Safety)**

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

Representations were received from the following third parties:

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



Legend

-  Site Location
-  Neighbour notified

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