

Application Number	Date of Appln	Committee Date	Ward
137346/FO/2023	19th Jun 2023	16th Nov 2023	Ancoats & Beswick Ward

Proposal Erection of a part 5, part 10 storey building comprising residential apartments and townhouses, residents' amenity space (Use Class C3a), ground floor commercial (Use Class E), cycle and car parking, landscaping, access and servicing, and other associated works following demolition of existing structures

Location Land Bounded By Naval Street To The North, Poland Street To The East, Jersey Street To The South And Radium Street To The West, Manchester

Applicant Manchester Life Development Company 3 Ltd

Agent Mrs Eve Grant, Deloitte LLP

EXECUTIVE SUMMARY

The proposal is for 256 apartments and ground floor commercial uses (Class E) in a part 5, part 10 storey building with hard and soft landscaping.

2 letters objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield, previously developed site. The site forms part of the next phase of regeneration in Ancoats.

This development would be one of a number of residential led developments around Poland Street, alongside the Mobility Hub, which would deliver the infrastructure to support the new homes and population growth in the area.

The proposal would provide one, two and three bedroom homes which meet Council's space standards. It would be car free and supported by the Hub. Four accessible car parking bays would be provided on site, fitted with an electric car charging point. Commercial units would create active street frontages.

Economic 562 Jobs would be created during construction along with jobs provided through the applicant's apprenticeship programme. The proposal would generate GVA of around £33.53 million. Council tax of £371,000 would be expected per annum along with business rates from the commercial premises.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. Commercial units would bring active frontages and

natural surveillance. The development would be fully accessible with 4 parking spaces for disabled people. Crime and anti social behaviour would be minimised.

Environmental This would be a low carbon development in a highly sustainable location. 100% on site cycle provision would be available with car club and car share available at the Mobility Hub and electric vehicle parking. There are no unduly harmful impacts on traffic and local air quality and any impact could be mitigated. Planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises impact on the canal. The ground conditions are not complex or unusual.

Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment The development would be a significant new building in the Ancoats Conservation Area. It would cause a low level of less than substantial harm to the conservation area which would be outweighed by the benefits of the scheme.

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

A full report is attached below for Members consideration.

Description

The site is 0.79 hectares and bounded by Naval Street, Poland Street, Jersey Street and Radium Street. It comprises hardstanding and warehouse buildings with a section of perimeter wall to Jersey Street. Ancoats is characterised by medium to high density residential developments, with ground floor commercial uses, either in new buildings or conversions.

The Poland Street area contains low rise industrial buildings and older buildings occupied by businesses. The site is surrounded by industrial uses and Ancoats Green. Cotton Field Park, New Islington Marina New Islington Free School and the Medical Centre provide essential amenities.

The site is in the Ancoats conservation area and the following listed buildings or structures are within a 250 metres: Beehive Mill (Grade II*), Doubling Mill Fireproof Mill (Grade II*), New Mill (Grade II*), Little Mill (Grade II), Union Street Bridge (Grade II), Victoria Square (Grade II), former Warehouse and office of Old Mill, Decker Mill and New Mill (Grade II), Decker Mill Old Mill (Grade II*), Former Church of St Peter (Grade II), Rochdale Canal retaining wall on the south side of Redhill Street west of Union Street Bridge (Grade II), Sedgwick Mill (Grade II), Paragon Mill (Grade II*) and Royal Mill (Grade II*). There are archaeological remains.

The site is in Flood Zone 1 and a critical drainage area. The Air Quality Management Area (AQMA) is approximately 112 metres to the north along Oldham Road. Traffic associated with the development is likely to use roads in the AQMA and this is considered in detail in the report including the impact on residents, businesses and local schools.

The following permissions have been granted nearby for homes and transport infrastructure, in order to have a coordinated approach to parking, cycle, deliveries and place making and public realm. The permissions are as follows:

- Ancoats Dispensary (130356/FO/2021) – approved June 2021, 39 homes with retained and refurbished facades of Ancoats Dispensary.
- Eliza Yard (130354/FO/2021) – approved June 2021, 118 homes and 583 sqm of commercial floorspace.
- Mobility Hub (130627/FO/2021) – approved June 2021, decentralised Delivery Hub promoting sustainable travel, with 150 bicycle stores, 221 sqm commercial floorspace, facilities to rent bicycles and 408 parking spaces.
- Downley Drive (130390/FO/2021) – approved June 2021, 68 homes with car and cycle use.
- Rodney Street (134154/VO/2022) – approved September 2022, 118 homes with car and cycle use.
- Jersey Wharf (133769/FO/2022) – approved January 2023, 190 homes with car and cycle use.
- Jersey Street bridge demolition (133406/VO/2022) – approved June 2022, demolition of the redundant canal bridge to create level access.
- Ancoats Green, Jersey Green and Prussia Street Greenway (136141/VO/2023) – approved March 2023, public realm improvements including Ancoats Green, Prussia Street Arm Greenway and Jersey Green.

These developments, including this proposal would provide over 700 new homes, including affordable housing, active and accessible ground floor commercial uses and employment spaces, an integrated transport hub together with the removal of vacant and underutilised sites from the Ancoats conservation area. The public realm would be improved significantly with improved accessibility, links and infrastructure.

The Proposal

The proposal is for a part 5, part 10 storey building to create 256 homes with 82 one beds (32%), 147 two beds (57%), 19 three beds (7%), 6 townhouses (2%) and 2 duplexes (1%). There would be a ground floor commercial unit (Cass E) of 1350 sqm. The commercial units would provide active frontages to Radium Street/Naval Street and Jersey Street/Poland Street.

A central courtyard would be formed separated by a row of small commercial units. A green amenity space would be provided for residents. A hard landscaped area would contain planting and seating and could be used for community events.

The facades would consist of brick and zinc cladding. A retained façade would form the new frontage to Jersey Street. The pedestrian environment would be improved with footway resurfacing.

There would be four on site parking spaces for disabled people and 70 car parking spaces (29%) would be reserved in the Mobility Hub for this proposal. There would be 256 cycle spaces and residents would have access to cycle facilities at the Mobility Hub. The building would be energy efficiency and be low carbon.

Five refuse stores would be located by the lift cores on the ground floor plus a commercial refuse store. Recycling would be prioritised. On collection days, the bins would be moved to Radium Street and collected via a new loading bay.

The Planning Submission

This planning application has been supported by the following information:

- Accommodation Schedule
- Planning Statement including Green and Blue Infrastructure Statement
- Design and Access Statement (Including Waste Management Strategy)
- Heritage Statement
- Archaeological Desk Based Assessment
- Flood Risk and Drainage Strategy
- Environmental Standards Statement
- Sustainability Statement
- Statement of Consultation
- Noise Assessment
- Air Quality Report
- Ground Conditions – Land Contamination / Stability Report
- Ecological Assessment
- Biodiversity Net Gain Assessment
- Transport Statement
- Travel Plan Framework
- Framework Construction Management Plan
- Local Labour Agreement: Statement of Intent
- Crime Impact Statement
- Ventilation Strategy
- Daylight / Sunlight Assessment
- TV Reception Survey and Broadband Connectivity Assessment
- Residential Management Strategy
- Fire Statement
- Viability Statement

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

Consultations

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

- 10 storeys is too high for an area which has consisted of Mills;
- The proposal would block views and sunlight from homes which are lower;
- The building is at least two storeys too high and will darken streets;
- The height of the building does not taper to Ancoats Green creating an imbalance between Miles Platting and Ancoats;
- The developments in the area will diminish the historic environment of the area and will set a precedent for soulless high rise developments;
- There is a lack of parking for the development. The area cannot handle more traffic and parking and the hub would be very quickly at capacity.
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Highway Services The proposal is unlikely to generate a significant increase in vehicular trips and there are no network capacity concerns. The 70 parking spaces in the hub (29%) is acceptable. This hub would also provide car club facilities, bike and e-bike hire and parcel delivery centre. A scheme of highways works shall be agreed along with a construction management strategy and a travel plan.

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 EV charging points to the disabled bays. Further ground condition investigations are required including verification regarding contamination on completion.

Works and Skills Team recommend a local labour condition.

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

Environment Agency no objection subject to conditions to ensure that there would be no unacceptable risk to controlled waters and that piling measures are agreed.

Greater Manchester Archaeology Advisory Service (GMAAS) archaeological remains of workers housing and the former glass works may survive in situ and may merit archaeological recording.

Greater Manchester Ecology Unit (GMEU) the building is used as a day roost by singular/small numbers of Common Pipistrelle. Mitigation measures are acceptable and should be implemented as part of the development. Clearance should not take place during bird nesting season. The scheme should include bird and bat boxes.

Historic England no objection on heritage grounds. The site is mainly vacant, occupied by single storey industrial buildings, and bounded in part by a wall that marks the remnants of other historic buildings. There are no objection to the site's redevelopment, which provides an opportunity to enhance the conservation area.

A mix of uses is proposed with a considerable variation in scale and massing. These elements are positive and respond to the historic form of Ancoats, which was characterised by a varied streetscape of residential and industrial buildings, of strikingly contrasting sizes, located side by side.

The proposals would break the eight-storey datum that has been established by recent nearby development. A development of varied scale would be more compatible with the character of Ancoats than one of a uniform single height.

The materials palette varies which requires careful consideration and detailing to ensure that the palette responds positively to the conservation area

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 no concerns.

Aerodrome Safeguarding an informative is required in respect of use of cranes.

Policy

The Development Plan

The Development Plan consists of the Core Strategy (2012); and saved Unitary Development Plan policies (1995). The Core Strategy is the key document in the Local Development Framework and 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 economic growth. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. The development is supported by a travel plan and 256 cycle spaces. The landscaping includes street trees and planting.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of Jersey Street, Radium Street, Naval Street and Poland Street. The building would be a high quality addition to the street scene and complement existing and recent 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 – This would be a high quality building filling a significant gap site in the Poland Street area.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats. It would be fully accessible with secure accessible parking spaces, fitted with EV charging points. The remainder of the parking would be 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 and townhouses would be attractive to families. The courtyard would include amenity spaces with adequate cycle and waste management arrangements which would support recycling.

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

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

Policy H8 ‘Affordable Housing’ – The proposal could not provide affordable housing due to viability constraints. This has been independently tested. The viability

would be re-tested at an agreed date in the future to determine if the viability has improved and a contribution could be sought.

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

Policy EN3 'Heritage' - The impact on the historic environment would be acceptable and this is considered in 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 electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

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

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

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

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

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

Policy EN16 'Air Quality' The impact on air quality would be minimised through the control of construction activities. A travel plan, 256 cycle spaces and electric car charging points would minimise the operational aspects of the proposal.

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

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

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

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

DM2 ‘Aerodrome safeguarding’ the proposal would not impact on aerodrome safeguarding at Manchester Airport.

PA1 ‘Developer Contributions’ states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared which would secure a review of the schemes viability at a later stage together with securing the retention of the project architect.

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

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

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

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

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

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

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

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

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

Other material policy considerations

Places for Everyone

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater

Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 8 November 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 256 new homes in a range of property sizes to meet the City's housing growth.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield city centre site close to jobs, amenities and public transport.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational. Makers spaces would support small businesses.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development in the conservation area and support the regeneration of this part of the Poland Street NDF.

Objective 5: Reduce inequalities and improve prosperity – The site is located close to the employment and educational opportunities in the city centre.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal would be within walking distance to the main train and tram station. The Mobility Hub would provide car share, cycle facilities and EV charging facilities.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes PV panels to the roof with improved biodiversity through 17 trees, planting and bird and bat boxes.

Objective 8: Improve the quality of our natural environment and access to green spaces – A courtyard would improve biodiversity and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and infrastructure nearby including schools, amenities and services.

Objective 10: Promote the health and wellbeing of communities – travel planning would promote use of public transport and the use the local amenities.

Policy JP-Strat1: Core Growth Area- The development would support economic growth in the Core. The 256 homes would boost housing supply and would support job creation during construction and when in operation.

Policy JP-Strat2: City Centre- This would be a high density residential led scheme in a highly sustainable location. Residents could access employment opportunities and amenities of the city centre. The public realm and biodiversity would be improved. The proposal would respond positively to the character of the conservation area and retain older heritage buildings.

Policy JP-S2: Carbon and Energy – The proposal would include renewable sources and would exceed the requirements under Part L 2022. The on site parking would be fitted with an electric vehicle charging point.

Policy JP-S5: Flood Risk and the Water Environment – The development would have a integrated drainage scheme that would minimise surface water run off.

Policy JP-S6: Clean Air – Accessible parking spaces would be provided on site. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S7: Resource Efficiency – Resources would be consumed during construction. On site demolition is limited. The proposal would be highly efficient and low carbon.

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development – The homes would be space standard compliant in a high sustainable area.

Policy JP-H2: Affordability of New Housing – An appraisal has demonstrated that the proposal could not provide affordable housing. The viability would be tested at a future date. This is considered in detail in the report.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include 1, 2 and 3 bedroom homes which meet the City Council's space standards.

Policy JP-H4: Density of New Housing – This would be a high density development in a sustainable area.

Policy JP-G9: A Net Enhancement of Biodiversity and Geodiversity – There would be 17 trees, planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop a vacant site in a conservation area in a manner that responds to the areas character. External amenity space and event space would foster a sense of community. The development would promote recycling and offer public realm improvements.

Policy JP-P2: Heritage – The height, massing and appearance would respond positively to the character of the conservation. The former ironworks wall and the garage building would be retained to provide a range of heights across the site. The building would be at the back of footpath to define the street edge. The architecture and materiality would respond to nearby historic buildings.

Policy JP-P3: Cultural Facilities – The proposal would provide makers accommodation and event space to support small businesses and provide a cultural venue. This would contribute positively to the character and vibrancy of Ancoats. The proposal would re-purpose the form ironworks façade and garages.

Policy JP-C1: An Integrated Network – This is a highly sustainable location and is well connected to public transport, jobs, recreation and green infrastructure.

Policy JP-C4: Streets for All – The upgrade of the footways would support an integrated network of street as set out in the Ancoats public realm strategy.

Policy JP-C7: Transport Requirements of New Development – The proposal would be connected to the infrastructure at the Mobility Hub and nearby public transport. It would benefit from public realm improvements at the site and in the wider area.

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 high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

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

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

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

The neighbourhoods also sit within the wider East Manchester regeneration area and on the doorstep of a number of major regeneration projects which are providing further momentum to this part of the City and reinforcing its potential as a focal point for this increasingly established neighbourhood of choice. Significant new

development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena which will be a world-leading venue delivered by OVG. In addition, substantial development has taken place within NOMA, including the reinvigoration of the Listed Estate and emergence of new build opportunities such as Angel Gardens and 4 Angel Square.

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

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

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

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

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

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

City Centre Strategic Plan 2015-2018 (March 2016)

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

that the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the north of England”.

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

Manchester Strategy (January 2016)

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

National Planning Policy Framework (September 2023)

The revised NPPF re-issued in September 2023. 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).

Paragraph 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 up to 256 new homes. A mixture of 1, 2 and 3 bed homes would cater for families. The scheme cannot support any affordable housing at this stage otherwise it would render the scheme not viable. A viability review would be undertaken at a later stage to understand if the viability has improved. 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 accessible on site car parking. Car parking would be provided by the development at the new Mobility Hub on Poland Street. 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. 256 new 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 appropriate remediated.

Paragraph 185 outlines that decisions should ensure that ne 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 20% of parking 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.

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

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

Environmental Impact Assessment

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

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

Issues

Principle of the redevelopment of the site and contribution to regeneration

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

Manchester is the fastest growing city in the UK, and the city centre population has increased significantly. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. Over 3,000 homes are required per each year and the proposal would contribute to this need. Providing the right quality and diversity of new homes is critical to maintaining growth and success.

The Poland Street area has been identified for high density housing. A variety of housing types are proposed and would be attractive to families. The proposal would

be one of the first key proposals in this area and would build on the regeneration activity which has taken place over the last seven years in Ancoats.

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

256 news homes would be provided in one, two and three-bed accommodation. The sizes would be consistent with the City's space standards with all of the one bedroom apartments in particular being suitable for 2 people. Commercial units would provide active frontages to Radium Street/Naval Street and Jersey Street/Poland Street

The proposal would have a link to the Mobility Hub. The Hub which would meet the parking and infrastructure needs of this scheme allowing for more active frontages and pedestrian friendly streets. This would help realise the visions set out in the various development frameworks for the area to minimise traffic impacts and enhance pedestrian movements.

The development would deliver significant economic and social benefits and create 562 construction jobs and indirect jobs through the supply chain. A local labour agreement should be a condition of any planning approval in order that detailed discussions can take place with the applicant to fully realise the benefits of the proposal. 256 new homes would create additional Council Tax revenue of £371,097.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, SP1, EC3, H1, H4, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development

Affordable Housing

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

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

256 homes are proposed for open market sale. The delivery of homes and the regeneration of the Poland Street area is a key priority for the Council. The proposal would develop a brownfield site, that makes little contribution to the area, creates active street frontages and public realm. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance.

A viability report, which has been made publicly available through the Council's public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £1,663,000 is within the expected range based on comparable evidence. The Gross Development Value would be £88,450,918 for open market sales and £83,877,322 for Build to Rent which would give a profit of 15% and 10% on GDV respectively.

On this basis, the scheme could not support an affordable housing contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed. The viability would be subject to review at an agreed date to determine any uplift in market conditions which may improve the viability and secure a contribution towards affordable housing in line with the requirements of policy H8.

Climate change, sustainability and energy efficiency

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

The development would be car free with the exception of four bays for disabled people, each fitted with an electric charging point. A travel plan would encourage residents to use public transport to minimise vehicle trips. A secure cycle store would include 100% provision.

The building would be all electric and benefit as the grid decarbonises. The building fabric would be highly efficient to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. These measures would provide highly efficient heating and cooling systems. Photovoltaic (PV) panels to the roof would provide renewable energy. The 304 kWp PV array would generate 224 MWh. 98% of the generated yield would be utilised on site within landlord areas.

These measures would enable the development to achieve a compliance with Part L 2021 which would be a 31% improvement of Part L (2013). This reduction is in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO₂ on Part L (2010 (or 9% over Part L 2013) Building Regulations. A post construction review through a planning condition would verify that this has been achieved.

The proposal would also be adapted to climate change through the provision of green infrastructure including landscaping, trees and an efficient drainage system to minimise the effects of surface water. Bird and bat boxes would improve biodiversity.

Impact of the historic environment and cultural heritage

The site is in the Ancoats Conservation Area and there are listed buildings close to the site. Significant development is anticipated in the area and at this site as part of the ongoing regeneration at Poland Street.

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

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

The urban grain around the site and this part of the conservation, generally consists of low quality surface car parks 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 the vacant site is an opportunity to enhance the character, appearance, and significance of the conservation area. The vacant nature of the site has a detracts from the appearance of the conservation area.

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

- View 1: Looking south along Radium Street;
- View 2: Looking East along Jersey Street;
- View 3: Looking west along Jersey Street;
- View 4: Proposed development looking south along Poland Street.

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

View 1: Looking south along Radium Street

This view is from Radium Street, looking south towards Jersey Street with the listed Beehive Mill (Grade II*) on the right and the proposal on the left.



View 1: Looking south along Radium Street

The proposal would replace low rise industrial buildings in the conservation area with a building at back of pavement line that would support and activate the street layout. The development would be noticeably larger than the existing but would provide a sense of enclosure which is replicated by Beehive Mill. The height steps down to 6 storeys on Radium Street to respect the setting of the listed building. The dark red tone brickworks provide a complementary palette of materials in the conservation area.

View 2: Looking East along Jersey Street

This view looks east along Jersey Street with the listed Beehive Mill in the foreground on the left; the Flint Glass Works to the right and the former pub house on the corner of Radium and Jersey Street in the middle ground.



View 2: Looking East along Jersey Street

The proposed view demonstrates the impact of the development on the street scene. It would remove and repurpose the vacant portion of the site, including the historic wall and re-established development to back of footpath. The variety and contrast of the brick work, zinc cladding, building heights and roof pitch break up the massing. The setting of Beehive Mill and the other historic buildings in the vicinity are respected as the lower elements of the development adjacent to the historic buildings. The commercial uses provide active frontages and natural surveillance to the street.

View 3: Looking west along Jersey Street

This view looks west along Jersey Street at its junction with Poland Street.



View 3: Looking west along Jersey Street

The view demonstrates the positive impact of re-establishing the corner in the conservation area with built form, the active street edge provided by the commercial unit and new public realm works in the form of the enhanced paving treatment. The mixture of scale, massing and materials responds positively to the historic grid pattern and character of plots with development at back of footpath. The setting of Beehive Mill and New Little Mill remain legible and understood in the street scene as a result of the lower building height of the development in this view.

View 4: Proposed development looking south along Poland Street

This view is on Poland Street looking south towards Jersey Street, with a glimpse of the Flint Glass Works.



View 4: Proposed development looking south along Poland Street

The proposal highlights the strong positive contribution that the development would have on the area. The grid pattern and footpath would be reactivated by built form with definition to the street corner. The robust masonry façade and deep window reveals provides a modern Ancoats building that responds to the façade detailing of the historic mills in the area and the conservation area. The change in height of the building to 8 storeys then 5 storeys is evident in this view towards Jersey Street

This would be a major development in the Conservation Area. The scale of the change is moderate but the scale of the development makes a recognisable change. This would result in less than substantial harm, as defined by paragraph 202 of the NPPF, to the setting and significance of the Ancoats conservation area.

Paragraph 199 of the NPPF states that it is necessary to assess whether the impact of the development suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be).

Historic England have raised no objection to the proposal on heritage grounds and consider that the redevelopment provides an opportunity to enhance the conservation area through the variation of scale and massing. Historic England acknowledge that the proposal would go beyond the 8 storey datum established by the framework but consider that the varied scale would be more compatible with the character of Ancoats than one of a uniform single height.

This would be a large and significant building. The character of the conservation area is in part defined by its variation in scale of buildings. The Poland Street NDF anticipates development of this scale but it would cause some harm. Notwithstanding this, the massing and use of materials creates a development that helps define the street edges with a materiality and façade approach which would complement the older buildings in the conservation area, such as being located along the street edge, use of masonry and regular, deep window arrangements.

The proposal would result in a low level of less than substantial harm as defined by paragraph 202 of the NPPF, to the setting and significance of the Ancoats conservation area. As directed by paragraph 202 of the NPPF, it is now necessary to consider whether the public benefits required exist which outweighs any this harm. These public benefits will be considered in detail below.

Impact Assessment

The proposal would create instances of less than substantial harm as defined within the NPPF. Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 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 deliver 256 homes in a highly sustainable location.

The key views demonstrate how the development would have a beneficial impact on the majority of views and the significance of the conservation area through its use of materials, position at back of footpath and re-establishing development on the Poland Street/Jersey Street/Radium Street and Naval Street. Whilst the building would be large in part, it would have lower elements which contributes to the significance of the conservation area and respects adjacent listed buildings. The proposal would retain and re-purpose the historic wall and warehouse buildings onto Jersey Street retaining the historic street scene.

All heritage assets would remain legible and understood with their setting being enhanced through the redevelopment of the vacant site. Resurfacing of the footpaths would enhance the public realm in line with the public realm strategy. Active street frontages would bring natural surveillance.

The proposal would create 562 full time equivalent jobs during construction and in the supply chain. 56 jobs would be created when the building is operational through management and operations and the commercial units. These social and economic benefits would be secured through a local labour agreement to prioritise local residents. The applicant is exploring how apprenticeships can benefit this scheme. Council Tax receipts and business rates of £371,000 per annum would be generated.

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

The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 202 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 202 of the NPPF.

Impact on Archaeology

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

Layout, scale, external appearance and visual amenity

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

The building would be situated at back of pavement to Jersey Street, Radium Street, Naval Street and Poland Street. This would redefine the street edge and respond positively to the prevailing character of the conservation area where many buildings are arranged in this way. The pedestrian entrance would be from Jersey Street. The bike store, resident’s amenity space, bin store and staff areas and parking for disabled people would be on the ground floor.

The proposal would retain (and rebuild if necessary) the Howarth Metal Garages and the remaining Phoenix Ironworks wall on Jersey Street. This would retain the scale and character of the former commercial uses and re-purpose them.

Two commercial units on the ground floor would be accessed from Radium Street/Naval Street and Jersey Street/Poland Street. A resident’s courtyard would be created in the centre of the site with makers spaces and a makers yard.



Ground floor layout (commercial units in buff)

The Makers' Yard would mainly be used by independent craft makers with access to residents. Public access would be managed through the building off Jersey Street. Managed service access from Radium Street is required for organised events. The resident’s garden is a private, communal space.

The homes on the upper floors would be space standard compliant and offer a variety of dwelling sizes.

This would be a significant development. Its height of the building would in part exceed the emerging character of this part of the Poland Street Zone where buildings up to 8 storeys are considered to be acceptable.

The height and massing has been broken down into distinct elements which is also reflected in the materials. The 10 storey element is on the corner of Poland Street and Naval Street and the building gradually steps down to 9/8 and then 6/5 storeys along Jersey Street and Radium Street with the retained buildings along Jersey Street preserving the character of the conservation area.

Historic England have no concerns about the height remarking and state that a development of varied scale would be more compatible with the character of Ancoats a uniform single height.

The proposal would consist of two main materials. Red brick to the main building and a standing seam zinc to the building to the rear of the retained iron works façade. Different mortar joints, projecting brick work and deep window reveals would provide a contemporary feel with the repetitive grid of windows reflecting the older buildings in the conservation area.

The corner blocks would be a distressed waterstruck brick with pier recess while the street blocks would have a brick from the same quarry with a lighter tone. Different mortar types would help to differentiate the grid and detailing. The standing seam zinc would contrast with the brick work and provide a reference to the sites historical use as a metal works.

Final details of some façade elements are to be agreed including appearance of metal work, ventilation strategy and brick detailing.

The impact on the conservation area is considered elsewhere in the report. The proposal would act as a catalyst for further regeneration in Ancoats. As other schemes come forward, it would become part of a more established street scape.

Conditions would ensure that the proposal is delivered to the required standard.

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

The proposal would be formed around a private garden which would provide external recreational space for residents, alongside a makers yard for the makers space. The makers space could be used for social events. A sunken square in the Makers Yard would be surrounded by seating. It could be used for events including pop up stalls.



Makers Yard and Residents Garden



Makers Yard layout



Images of the Makers Yard



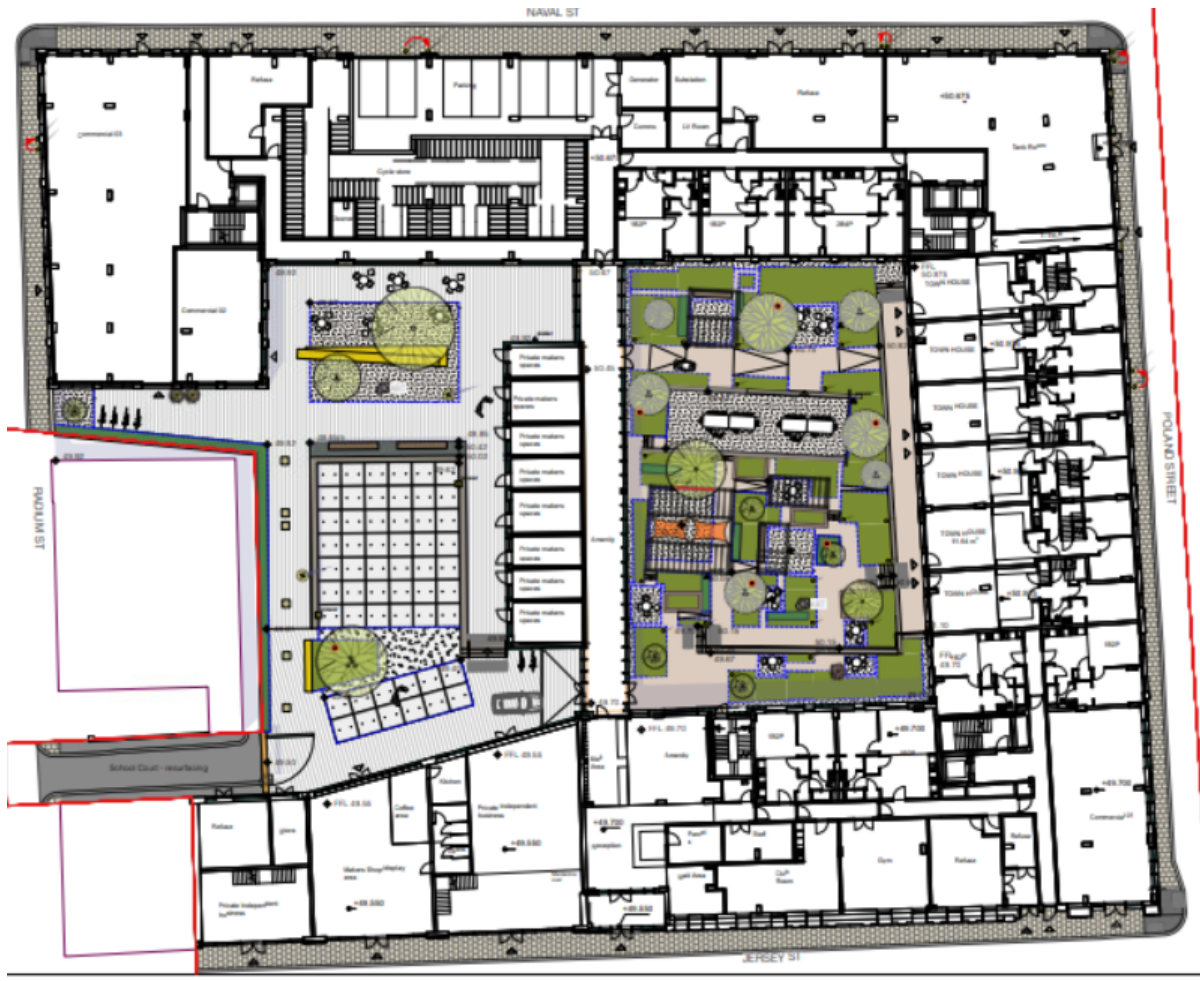
Residents garden



Image of the resident's garden

The residents garden would have planting, raised planters and pergolas with 17 trees in the soft landscaping. This would improve on site biodiversity and enhance the setting to the proposal.

Footways around the site. would be improved/reinstated. This would include high quality materials, including natural stone where appropriate and in line with the Poland Street Zone Public Realm Strategy (2022).



Hard and soft landscaping layout

Impact on Biodiversity

The site currently has a low biodiversity value. The proposal would significantly increase green infrastructure with 17 trees and low level planting. Bird and Bat boxes would provide new habitats. A management plan should ensure that these improvements are maintained for the life of the proposal.

Impact on Ecology

The development would not result in any significant or unduly harmful impacts to local ecology. There is evidence that the existing building are supporting birds and bats and measures have been agreed with the ecology unit which should be implemented as part of the proposal. The landscaping, street trees and bat and bird boxes would enhance green infrastructure and biodiversity and a condition would agree final details in order to comply with policy EN9 of the Core Strategy.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing and overlooking

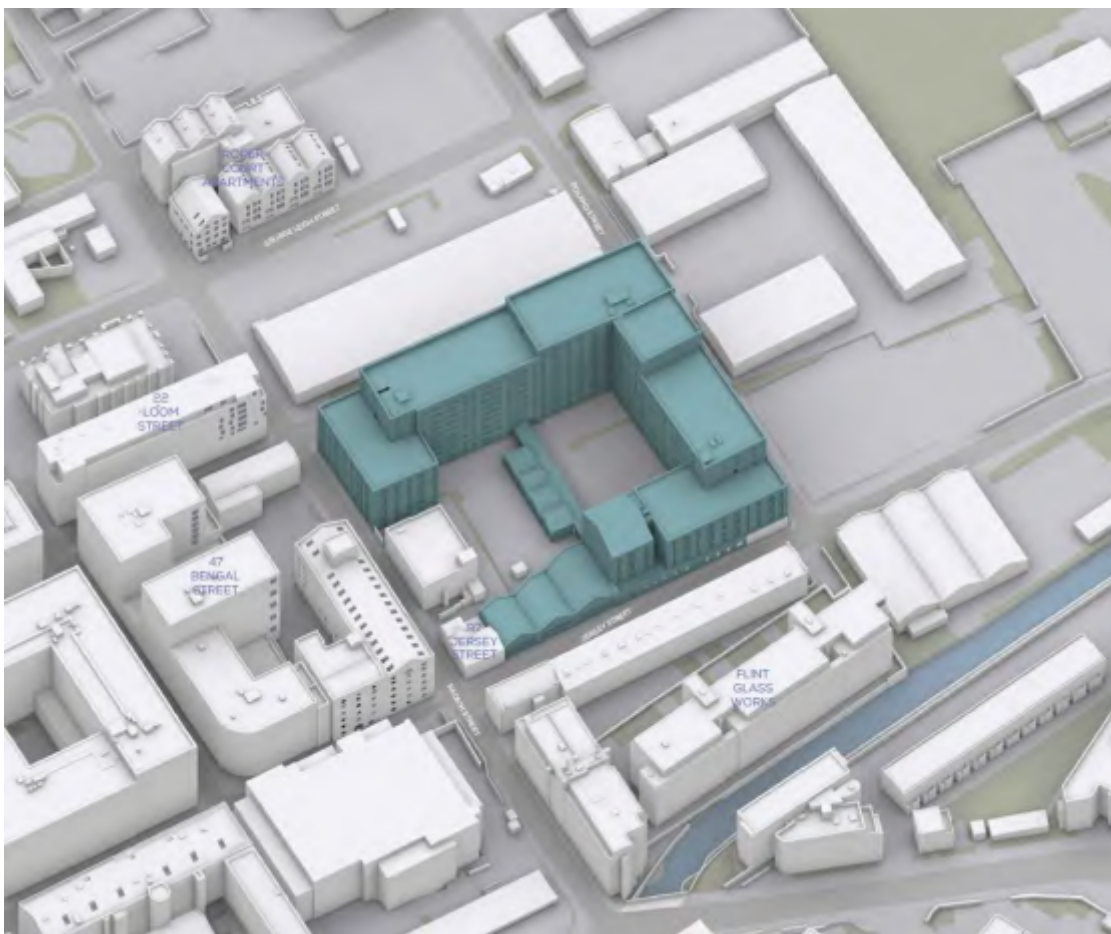
An assessment has been undertaken to establish the likely effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

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

The following properties were assessed as part of the survey:

- Roper Court Apartments;
- Flint Glass Works;
- 22 Loom Street;
- 47 Bengal Street; and
- 97 Jersey Street.

Consideration has also been given to the development at Eliza Yard, Jersey Street which has planning permission but above ground works have not commenced.



Properties assessed for daylight and sunlight

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

Roper Court Apartments

100 windows assessed for VSC daylight and 84 would fully comply with the BRE target criteria. The deviations from the BRE criteria for VSC daylight can typically be attributed to windows that are located underneath balconies, within a deep recess, or between the two blocks of the property.

The BRE guidance states that a reduction of 20% or less would not be noticeable to occupants, meaning a window which meets the 27% VSC daylight target without the proposal in place could be reduced by 5.4% without being noticeable. However, the low baseline levels to these windows means that small reductions in VSC lead to proportionally higher percentage changes. The worst affected window experiences a reduction of 4.6% VSC, which would not be noticeable were it currently achieving 27% VSC, but it does not meet the target as the window currently receives 7.5% VSC. Locating windows beneath balconies therefore places a burden on the development site to maintain low existing levels. As such, deviations from the BRE target criteria are largely attributed to the design of Roper Court, and the impacts to VSC daylight are therefore considered minor and acceptable.

23 of the 27 rooms assessed for NSL would comply with the BRE target criteria, and the four which do not are served by the same recessed windows, resulting in low baseline levels. They are all bedrooms, which the BRE states have a lesser requirement for daylight. As such, the impacts to NSL would be minor and acceptable and would not warrant refusal of this planning application.

With the proposal in place, this property would fully accord with the BRE target criteria for APSH sunlight.

Flint Glass Works

All windows/rooms would continue to fully accord with the BRE target for VSC and NSL daylight together with APSH for sunlight.

22 Loom Street

All windows would continue to fully accord with the BRE target for VSC daylight and APSH sunlight. Two rooms would not meet the NSL daylight criteria and would be reduced by between 20-30%, which is considered a minor reduction. One of the two rooms is a bedroom, which the BRE considers as having a lower requirement for daylight. The impacts to NSL daylight are isolated and minor and would therefore not warrant refusal.

47 Bengal Street

All windows/rooms would continue to fully accord with the BRE target for VSC and NSL daylight together with APSH for sunlight.

97 Jersey Street

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

Eliza Yard

54 of the 113 windows that do not meet the criteria for VSC daylight, and 33 of 49 rooms which do not meet the NSL daylight criteria, are bedrooms, which the BRE states have a lesser requirement for daylight.

36 windows to living kitchen diners do not meet the VSC daylight target and 16 rooms do not meet the NSL daylight target. It is considered that this is a small proportion of the windows and rooms and an even smaller proportion in context to the building as a whole.

There are 10 rooms do not meet the criteria for APSH sunlight. This again represent a small number of windows within the development as a whole.

There would be reductions to the daylight and sunlight received at Eliza Yard once constructed and occupied, but this needs to be considered in the context of the transformational change that is taking place in the area and the increase in height density and height associated with it.

The distances between the surrounding building would be acceptable in this urban context. The proposal is separated from existing developments by the road network which provides separation distances to protect 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 monitored during construction and a condition would require of a post completion survey to be undertaken to verify that no additional mitigation is required.

(c) Air Quality

The site is not in the Greater Manchester Air Quality Management Air (AQMA). The AQMA is located 112 metres to the north on Oldham Road. Roads which may be used by traffic associated with the construction and completed development maybe in the AQMA. The site is vacant, although previously developed, and close to existing homes on Jersey Street and around the canal. As the site is vacant any activity would be noticeable.

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

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

Nearby homes could experience impacts from construction dust. There would be emissions from construction traffic entering the site Poland Street and Jersey Street. There could be cumulative impacts if the Mobility Hub development on Poland Street is under construction at the same time.

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

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

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

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

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

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

Noise and vibration

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

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

The main noise source to the homes would be from traffic on surrounding roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels within the homes are acceptable. This would be verified before occupation.

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

Waste management

The building would have a 117 sqm internal refuse store serviced from a loading bay on Radium Street and accommodate 59 x 1100l Eurobins and 10 x 240l Wheelie Bins assuming fortnightly collections. The commercial units would have their own dedicated space. The bins would be stored in three refuse stores adjacent to the building cores enabling residents to use the stores as they leave the building. All refuse stores would be mechanically ventilated. Management would move full bins to the kerb side on Poland street and promptly move them back when emptied on collection day.

The residential refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1. Final details would need to be agreed for the commercial units once tenant requirements are known.

Accessibility

All main entrances would be level. The residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All homes have been designed to space standards with adequate circulation. There is level access for visitors via lift and entrances to apartments are level access. There would be four dedicated accessible parking spaces.

Flood Risk/surface drainage

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

A drainage statement has been submitted which seeks to minimise surface water run off. Further details are required to finalise the 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. This would be a car free development with the exception of four disabled bays, which would be fitted with an electric car charging point.

Car parking demands, together with access to alternatives to car ownership such as car share and car club, would be provided within the Mobility Hub. 70 spaces would be allocated to this development (around 29% provision). At least 25% of the car parking in the Hub would be electric vehicle charging ready with the remaining spaces having the required infrastructure to be fitted as demand grows.

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

256 secure cycle spaces would be provided at the site. This development would have access to the 150 spaces and infrastructure within the Mobility Hub. A travel plan would support the ongoing travel needs of residents including whether any offsite parking is required. A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require one. A loading bay would be provided created on Radium Street dedicated to the servicing of the development.

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

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. A condition would require 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 piling condition is required by the Environment Agency to prevent contamination seeping into the ground water during construction. 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 which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent dirt and debris on roads.

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

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.

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. The HSE have raise no concerns regarding the proposal.

Legal Agreement

A legal agreement under section 106 of the Planning Act would secure a mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading “Affordable housing”.

In addition, there is a requirement to retain the original architect to ensure that the development is delivered to the design quality set out in this planning application together with discouraging residents to purchase a parking permit to minimise on street parking. This is in line with policy PA1 ‘Developer Contributions’, EN1 ‘Design Principles and Strategic Character Areas’ and DM1 ‘Development Management’.

Conclusion

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

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

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

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

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

There would be some localised impacts on the conservation area with the level of harm being considered low, less than substantial and significantly outweighed by the public benefits which would be delivered as a consequence of the development socially,

economically and environmentally: S66 of the Listed Buildings Act (paragraphs 193 and 196 of the NPPF).

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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

Minded to Approve subject to the signing of a legal agreement to secure a re-testing of the viability to determine whether a future affordable housing contribution can be secured and to secure the use of the project architect,

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 of the approval

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

PIW-CRL-ZZ-00-DR-AR-P16000 REV P3, PIW-CRL-ZZ-00-DR-AR-P18000 REV P3, PIW-CRL-ZZ-00-DR-AR-P12000 REV P3, PIW-CRL-ZZ-01-DR-AR-P12001 REV P3, PIW-CRL-ZZ-01-DR-AR-P12002 REV P3, PIW-CRL-ZZ-01-DR-AR-P16001 REV P3, PIW-CRL-ZZ-01-DR-AR-P18001 REV P3, PIW-CRL-ZZ-02-DR-AR-P16002 REV P3, PIW-CRL-ZZ-02-DR-AR-P18002 REV P3, PIW-CRL-ZZ-03-DR-AR-P12003 REV P3, PIW-CRL-ZZ-03-DR-AR-P16003 REV P3, PIW-CRL-ZZ-03-DR-AR-P18003 REV P3, PIW-CRL-ZZ-04-DR-AR-P12004 REV P3, PIW-CRL-ZZ-04-DR-AR-P16004 REV P3, PIW-CRL-ZZ-04-DR-AR-P18004 REV P3, PIW-CRL-ZZ-05-DR-AR-P12005 REV P3, PIW-CRL-ZZ-05-DR-AR-P16005 REV P3, PIW-CRL-ZZ-05-DR-AR-P18005 REV P3, PIW-CRL-ZZ-06-DR-AR-P12006 REV P3, PIW-CRL-ZZ-06-DR-AR-P16006 REV P3, PIW-CRL-ZZ-06-DR-AR-P18006 REV P3, PIW-CRL-ZZ-07-DR-AR-P12007 REV P3, PIW-CRL-ZZ-07-DR-AR-P16007 REV P3, PIW-CRL-ZZ-07-DR-AR-P18007 REV P3, PIW-CRL-ZZ-08-DR-AR-P12008 REV P3, PIW-CRL-ZZ-08-DR-AR-P18008 REV P3, PIW-CRL-ZZ-09-DR-AR-P12009 REV P3, PIW-CRL-ZZ-09-DR-AR-P16008 REV P3, PIW-CRL-ZZ-09-DR-AR-P18009 REV P3, PIW-CRL-ZZ-10-DR-AR-P12010 REV P3, PIW-CRL-ZZ-10-DR-AR-P16009 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P20001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P21001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P21002 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P22001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P22002 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P22003 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P30001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P31001 REV P3, PIW-CRL-ZZ-ZZ-DR-AR-P31002 REV P3 and PIW-CRL-ZZ-ZZ-DR-AR-P31003 REV P3, REV P3, 3059-PLA-00-GF-DR-L-0001 REV P03 received by the City Council, as Local Planning Authority, on the 8 November 2023

75001 Rev P03 received by the City Council, as Local Planning Authority, on the 19 September 2023.

05002, 05005, 05006 received by the City Council, as Local Planning Authority, on the 22 August 2023

Supporting Information

Planning Statement including Green and Blue Infrastructure Statement prepared by Deloitte LLP, Design and Access Statement (Including Waste Management Strategy) prepared by CRTKL, Heritage Statement prepared by KM Heritage, Archaeological Desk Based Assessment prepared by Salford Archaeology, Flood Risk and Drainage Strategy prepared by Curtins, Environmental Standards Statement prepared by Buro Happold, Sustainability Statement prepared by MLDC/Buro Happold, Statement of

Consultation prepared by Deloitte, Noise Assessment prepared by Sandy Brown, Air Quality Report prepared by Hoare Lea, Ground Conditions – Land Contamination / Stability Report prepared by Curtins / E3P, Ecological Assessment prepared by The Environment Partnership, Biodiversity Net Gain Assessment prepared by The Environment Partnership, Transport Statement prepared by Curtins, Travel Plan Framework prepared by Curtins, Framework Construction Management Plan prepared by MLDC, Local Labour Agreement: Statement of Intent prepared by MLDC, Crime Impact Statement prepared by GMP, Ventilation Strategy prepared by Buro Happold, Daylight / Sunlight Assessment prepared by GIA, TV Reception Survey and Broadband Connectivity Assessment prepared by GTech Surveys Ltd, Residential Management Strategy prepared by MLDC, Fire Statement prepared by Hoare Lea and Viability Statement prepared by Savills received by the City Council, as Local Planning Authority, on the 19 June 2023.

Bat Survey Technical report prepared by The Environment Partnership received by the City Council, as Local Planning Authority, on the 7 September 2023

Email from Deloitte dated the 19 September 2023

Email from Deloitte dated the 31 July 2023

Response to HSE comments prepared by Hoare Lea received by the City Council, as Local Planning Authority, on the 31 July 2023

Biodiversity metric, commercial and residential waste storage received by the City Council, as Local Planning Authority, on the 31 July 2023

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

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

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

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

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

5) Prior to any demolition of building 1, as identified in the Bat Survey Technical Report Version 2.0 prepared by The Environment Partnership (TEP) dated August 2023 (ref. 9806.005) received by the City Council, as Local Planning Authority, on the 7 September 2023, evidence of a Regulation 55 Licence shall be submitted for approval in writing by the City Council, as Local Planning Authority. No demolition or vegetation clearance works shall take place until written approval has been issued by the City Council, as Local Planning Authority.

Reason – In the interest of ensure that there is no undue harmful impact on bat habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Notwithstanding the details submitted on the Flood Risk and Drainage Strategy prepared by Curtins received by the City Council, as Local Planning Authority, on the 19 June 2023, (a) the development shall not commence (excluding above ground demolition) until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- 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 is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- Progression through the drainage hierarchy shall be evidence based and supported by site investigation. Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing

system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Hydraulic calculation of the proposed drainage system, including all parameters.
- 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).

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

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

- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation and / or a watching brief.

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

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

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

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

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

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

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

8) a) Notwithstanding the Phase I Geoenvironmental Site Assessment, Manchester Life Phase 3, E3P, Reference: 13-729-R1, Dated: February 2020, Phase II Geoenvironmental Site Assessment, Land at Jersey Street, Parcel A, Ancoats, E3P, Reference: 13-350-R3, Dated: February 2020, Ground Gas Addendum Report, Land

at Jersey Street, Ancoats, Parcel A, E3P, Reference: 13-729-R3-A, Dated: April 2020. received by the City Council, as Local Planning Authority, on the 19 June 2023 , the development shall not commence (excluding above ground demolition) until the following information has been submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site

- Further Investigation of north and west of Parcel A upon demolition of structures (currently not accessible)
- Vapour risk assessment
- Updated risk assessment based on the proposed development (i.e., no basement/undercroft parking)
- Remediation and enabling works strategy
- Completion of UK WIR assessment of post remediation soils to determine appropriate pipeline selection.

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

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

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

9) Notwithstanding the Framework Construction Management MLDC stamped as received by the City Council, as Local Planning Authority, on the 19 June 2023, demolition shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Consultation with local residents/local businesses;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;

- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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

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

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

10) Notwithstanding the Framework Construction Management MLDC stamped as received by the City Council, as Local Planning Authority, on the 19 June 2023, the development (excluding demolition) shall not commence until a detailed construction management plan outlining working practices during construction have been submitted for approval in writing by the Local Planning Authority, which for the avoidance of doubt should include;

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

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

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

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

11) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window

reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

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

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

12) The window brick reveals and brick soffits for the development shall be carried out in accordance with drawings PIW-CRL-ZZ-ZZ-DR-AR-P22001, PIW-CRL-ZZ-ZZ-DR-AR-P22002 and PIW-CRL-ZZ-ZZ-DR-AR-P22003 received by the City Council, as Local Planning Authority, on the 8 November 2023.

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

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

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives as set out in the KPI document received by the City Council, as Local Planning Authority, on the 19 June 2023.

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

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

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

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted

Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

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

The scheme shall include the following:

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

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

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

16) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement prepared by Buro Happold stamped as received by the City Council, as Local Planning Authority, on the 19 June 2023. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

17) Notwithstanding drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023, (a) prior to any above ground works commencing, details of a hard and soft landscaping scheme (including appropriate materials, specifications) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved scheme shall be implemented prior to the first occupation of the residential element of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in

replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local Planning Authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

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

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

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

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

19) (a) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023, prior to the first use of each commercial unit and makers spaces as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8th November 2023, a scheme of acoustic insulation for the commercial units shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

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

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

20) Notwithstanding the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account.

Any resultant changes to building fabric need to be in accordance with the overheating criteria set out in the Acoustic Report by Sandy Brown stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023

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

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

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

Gardens and terraces (daytime) 55 dB L Aeq

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

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

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

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

21) The residential element shall be carried out in accordance with the residential waste storage received by the City Council, as Local Planning Authority, on the 31 July 2023. The details of the approved scheme shall be implemented prior to the first use of the residential element and shall remain in situ whilst the use or development is in operation.

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

22) Prior to the first use of the commercial uses and makers spaces as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023, details of a waste management strategy for the storage and disposal of refuse for the commercial uses of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented prior to the first use of the commercial uses and shall remain in situ whilst the use or development is in operation.

Reason - To ensure adequate refuse arrangement are put in place for the commercial, health centre and school elements of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

23) Prior to the first use of each of the commercial units and makers spaces, as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

24) Prior to the first use of each of the commercial units and makers spaces as indicated drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

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

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

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

26) 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.

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

Monday to Saturday 07:30 to 20:00

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

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

28) The commercial units and makers spaces hereby approved, as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30

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

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

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

29) Prior to the first use of the external landscaped areas around the development as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 an operational management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night (including no use of amplified music);
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the buildings.

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

30) The commercial units and makers spaces, as shown on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 received by the City Council, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

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

31) The three commercial units and makers spaces, as indicated drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 can be occupied as Use Class E (excluding convenience retail and a gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification).

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

32) 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.

33) 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.

34) The development shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

35) The development hereby approved shall be carried out in accordance with the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023.

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

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

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

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

36) Prior to the first occupation of the residential element, the 256 space cycle store shall be implemented in accordance with drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 and thereafter retained and maintained in situ.

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

37) Prior to the first occupation of the residential element of the development hereby approved, the four disabled car parking spaces, as indicated on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 shall then be implemented, made available and remain in situ for as long as the development remains in use.

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

38) Prior to the first occupation of the residential element of the development, a scheme of highway works and details of footpaths reinstatement/public realm for the development in line with the Poland Street Zone Public Realm Strategy (2022) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Footway reinstatement and tactile paving to Jersey Street, Radium Street, Naval Street and Poland Street. 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));
- Dropped crossings to facilitate entrance to the car parking spaces;
- Introduction of Traffic Regulation Orders to Radium Street, Naval Street, Poland Street and Jersey Street to prohibit parking and allow loading/unloading on Radium Street.

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

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

39) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 13 June 2023, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

40) Prior to the first occupation of the residential element, the installation of 6, 7kw fast charging electric car charging points to the four disabled bays, as shown on drawing PIW - CRL - ZZ - 00 - DR - AR - P12000 received by the City Council, as Local Planning Authority, on the 8 November 2023 shall be implemented and remain available for as long as the development is in.

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

41) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the

development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

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

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

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

43) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. All commercial signage shall be situated behind the glass, no more than one projecting sign per commercial unit which shall be no more than 30mm in thickness. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for that building and used to inform any future advertisement applications for the building

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

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

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

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

46) Prior to the commencement of a Construction Phase (excluding above ground demolition) a detailed strategy for the provision of accessible dwellings (including a specified number of accessible wheelchair dwellings) for that Construction Phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of each relevant phase of the development and thereafter retained.

Reason - To ensure an appropriate level of accessible new homes within the development pursuant to policy DM1 of the Manchester Core Strategy (2012).

47) No doors to commercial units (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes on Jersey Street, Poland Street, Radium Street and Naval Street.

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

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

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

49) Prior to the first occupation of the development, details of the siting, scale and appearance of the solar panels to the roof of the buildings (including cross sections) shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the building and thereafter retained and maintained in situ.

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

Informatives

- Whilst there is only a low risk of otter being present, the applicant is reminded that under the 2019 Regulation it is an offence to disturb, harm or kill otters. If an otter is found during the development all work should cease immediately and a suitably licensed ecologist employed to assess how best to safeguard the otter(s). Natural England should also be informed.
- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- The applicant's attention is drawn to the new procedures for crane and tall equipment notifications, please see:
<https://www.caa.co.uk/Commercial-industry/Airspace/Event-and-obstacle-notification/Crane-notification/>
- It is important that any conditions or advice in this response are applied to a planning approval. Where a Planning Authority proposes to grant permission against the advice of Manchester Airport, or not attach conditions which Manchester Airport has advised, it shall notify Manchester Airport, and the Civil Aviation Authority as specified in the Town & Country Planning (Safeguarded Aerodromes, Technical Sites and Military Explosive Storage Areas) Direction 2002.

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place
- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet 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.
- Whilst the building to be demolished has been assessed as negligible risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed
- The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

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: 137346/FO/2023 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

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

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

