

Application Number	Date of Appln	Committee Date	Ward
120893/FO/2018	9th Aug 2018	14th March 2019	Ancoats and Beswick Ward

Proposal Erection of a 9 storey building to form ground, first and second floor office accommodation (Use Class B1) (3124 sqm) together with 75 residential apartments (Use Class C3a) with associated car parking, amenity provision and other associated works following demolition of existing buildings

Location Land Bounded By Bengal Street, Primrose Street, Radium Street And Silk Street , Manchester, M4 6AQ

Applicant M4nchester Two Ltd, C/o Agent,

Agent Miss Claire Pegg, Cushman and Wakefield, 1 Marsden Street, Manchester, M2 1HW

Description

The site measures 0.123 hectares and is bounded by Bengal Street, Primrose Street, Radium Street and Silk Street. It includes a surface car park and a part single, part two storey industrial building used as an MOT business.



View of the application site and existing industrial building from Bengal Street (in between the Mustard Tree and the Shamrock public house



Current condition of the site from Radium Street

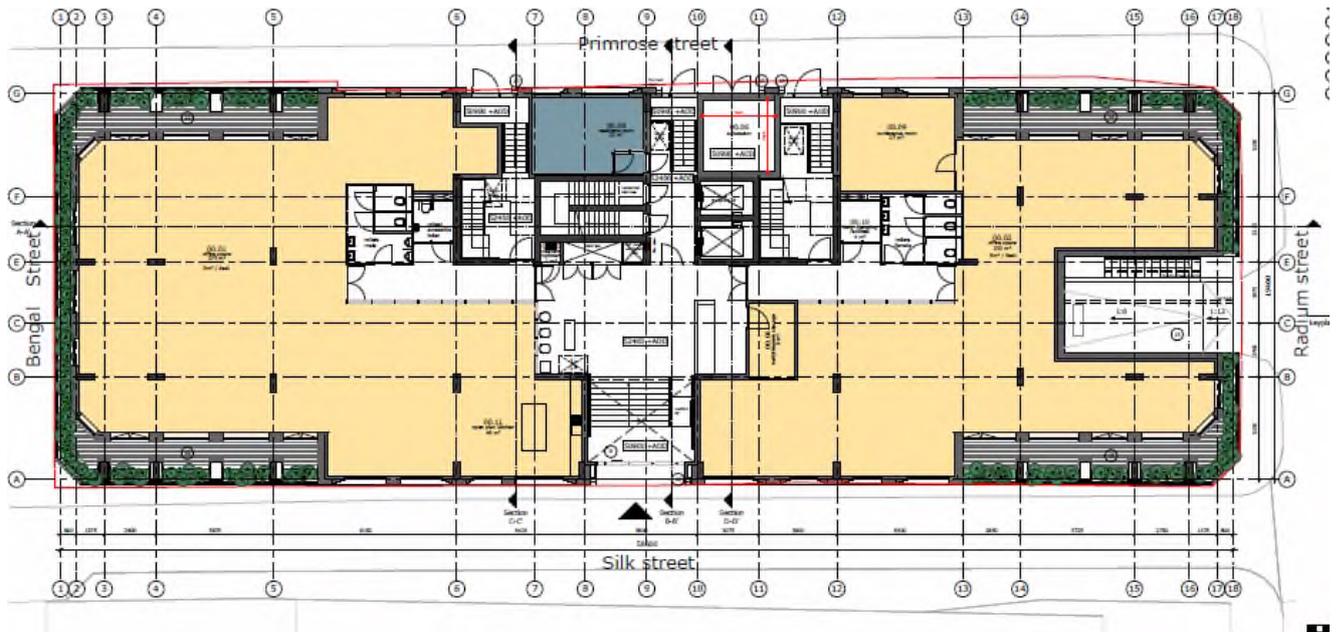
The site is in the Ancoats Conservation Area and the Ancoats and New Islington Strategic Regeneration Framework (SRF). The delivery of new homes is a key objective in the regeneration of Ancoats to support its vitality and support economic and population growth. The site is within the City Centre and Regional Centre for planning and regeneration purposes.

Ancoats has seen a significant level of development over the last few years with new homes built around George Leigh Street, Cutting Room Square and Jersey Street. The surrounding area contains a mix of residential and commercial developments.

Victoria Square to the west and is grade II listed municipal housing. The Mustard Tree centre to the north and the two storey The Shamrock Public House with its beer garden is to the south. This site also contains an electricity substation. On the opposite side of Silk Street is a vacant site.

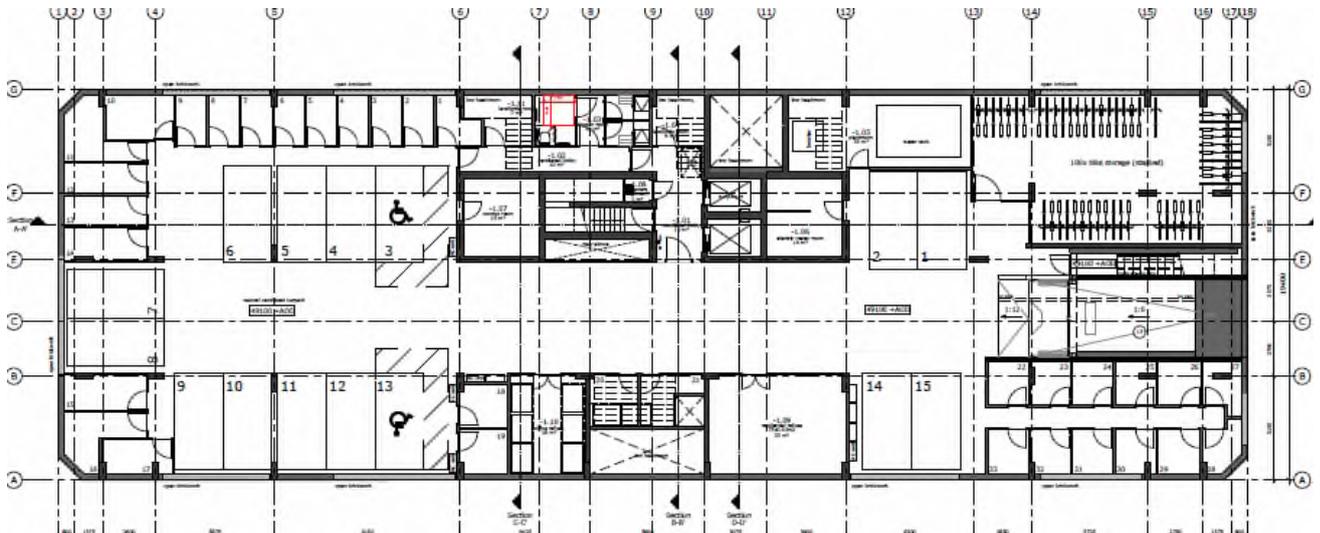
The site is a short distance from Cutting Room Square which is an area of public space within the heart of the conservation area. A range of shops, café/restaurants and other amenities are clustered around George Leigh Street, Cotton Street and Hood Street.

The area has excellent links to public transport and pedestrian and cycle links to a wide range of shops, amenities and leisure facilities. Manchester Victoria train station is located within a short walk of the application site where rail, tram and bus services can be accessed.



Ground floor plan showing 'cut outs'

Pedestrian access would be from Silk Street with vehicular access from Radium Street. A basement would provide 17 parking spaces, 5 of which would have electric charging points and 100 cycle spaces. The waste management arrangements would be in the basement and collected from Radium Street.



Basement layout

The building would be 9 storey's with the top floor set back. This allows a communal roof top garden to be created with an amenity room and landscaping.



Elevation - Primrose Street

Elevation to Primrose Street (Victoria Square on the right)



Elevation - Silk Street

Elevation to Silk Street (Victoria Square on the left)



Elevation to Bengal Street (Shamrock public house to the right)

Consultations

Local residents/public opinion - The proposal has been advertised as a major development, of public interest, affecting the setting of a conservation area and a listed building. Site notices were displayed around the site and local residents and businesses were notified. 4 objections were received which state:

- The height of the building is not acceptable and will dwarf the surrounding buildings, creating an imposing eyesore;
- Development in the area should follow the general height of the old Mills which make this area a beautiful place to be. Five floors would be a more appropriate solution for the site;
- The scale of the development is not in keeping with other residential developments in the area and would cause significant overshadowing of the neighbouring properties and businesses;
- There should be mitigation as a result of this development in terms of improving public spaces and trees;
- There would be disturbance during the construction process on local residents;
- The area already has too many tall buildings and is in danger of losing all elements of conservation and heritage;
- View from other developments will be lost as a consequence of this development;
- The proposal will dwarf nearby developments on George Leigh Street which have been sympathetically constructed to conserve tradition.

Highway Services – The traffic movements could be absorbed in the network. Vehicular access would be from Radium Street. This work, together with re-instatement of redundant crossovers will need to be agreed. A construction management plan should be prepared as part of the development. The travel plan framework has been considered which should be developed into a full travel plan when the development is occupied.

Environmental Health – Further site investigation and a remediation strategy are required and a verification report should be submitted for consideration. Deliveries should be restricted to 07:30 to 20:00 Monday to Saturday with Sundays 10:00 to 18:00. Full details of dust emissions during earthworks and construction would be required.

Further information would be required in relation to acoustic insulation and a post completion verification should be provided. Details of plant should be agreed as part of any planning approval. The waste management arrangements are acceptable.

Historic England – The Ancoats conservation area is one of England's first industrial suburbs and holds an important place in the history of global industrialisation and urbanisation. The area developed rapidly following the expansion of the cotton industry, which led to significant population growth and introduction of canals in the mid-to-late 18th century. Canals, mills and workshops still play a vital role in the character of the area, as does the more human-scale, with residential character seen in remaining housing, places of worship, shelters and public houses.

This closer grained character makes a vital contribution to the significance of the conservation area, in contrast to the larger scale mills. The variety of industrial and domestic scale buildings continues to be important to the area's townscape, as does the clear and functional grid street pattern. The simple and restrained materials and detailing (largely red brick), solid junctions at ground level and robust corners also provide a strong sense of place.

The application site and immediate area was, historically, predominantly more residential, with courtyard back-to-back terraced house a typical feature and the former St Martin's Church. Later residential re-development included Victoria Square, which is grade II listed, and there are a number of unlisted warehouses and a school are nearby. .

A more varied building form, height, massing, architecture and materials should be promoted that closely reflects the local character. The development should reflect the local spatial hierarchy and acknowledge that the site is a secondary location, away from principal streets. The scheme should not exceed 7-8 storeys with lower parts to break the scale down and assimilate with the local historic and spatial character.

The proposal would relate poorly to its surroundings and the height and monolithic form would be harmful to the conservation area. The scale would be particularly oppressive in relation to the narrow width of Silk and Primrose Street, which were originally laid out to accommodate 19C 2-3 storey terraced houses of much smaller scale.

This development would cause harm that requires clear and convincing justification (NPPF 194). If there is a clear and convincing justification the resulting harm would need to be weighed in relation to any public benefits arising from the proposals (NPPF 196).

This development would cause harm to the significance, character and appearance of the Ancoats Conservation Area. It is unclear why this largely vacant site cannot be viably developed in a more sensitive way at a lower scale, similar to other nearby sites, and no convincing justification is provided to demonstrate why it must be developed in this way.

Greater Manchester Archaeological Advisory Service (GMASS) – The heritage report does not provide a detailed analysis of the archaeology potential at the site. It is recommended that such a document is prepared as part of the consideration of this planning application. In the event the application is determined without an appropriately worded condition should be imposed.

Manchester Conservation Areas and Historic Buildings Panel – The panel noted that the character of the Ancoats Conservation Area has changed from a balanced ratio of small and large buildings to one that is now dominated by larger scale buildings.

The existing building on site is of a smaller scale and of some interest in the conservation area and could have a future function and be retained. They advised that the site could have a bite taken out of it to retain the existing 1950s block.

They noted that an adjacent development on George Leigh Street has been constructed in two blocks reducing down to five storeys and does not dominate. This proposal is too dominant and monolithic and is out of context.

The top floor is weak and does not appear to be an integrated part of the building. They would prefer to see a strong plinth with more doorways directly on to the street.

Greater Manchester Ecology Unit – There are no significant ecological constraints and the building has negligible bat roosting potential. A precautionary approach should be taken during demolition and an informative imposed on the planning permission in this regard. There are a number of young trees around the site, and the buildings have some potential for nesting birds. There should be no vegetation clearance in bird nesting season. The proposal should contribute towards improving the biodiversity at the application site.

Environment Agency – The site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters and consideration should be given to the impact of the scheme on these waters.

Flood Risk Management Team - Details of a surface water drainage scheme shall be submitted for approval together with a management regime and verification report.

Design for Security at Greater Manchester Police – The development shall be carried out in accordance with the submitted crime impact statement.

Policy

The Development Plan

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles - sustainable development should contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by car.

SO2. Economy - seeks to spread the benefits of economic growth to reduce economic, environmental and social disparities, and create inclusive sustainable communities. The scheme would provide employment space, construction jobs and housing near to employment opportunities.

SO3 Housing - supports high quality housing at sustainable locations throughout the City, to address demographic needs and support economic growth. Manchester's population grew by 20% between 2001 and 2011. Economic growth requires the provision of homes for prospective workers so that they can contribute to the economy.

SO5. Transport - sustainable transport networks enhance function and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need for workers and residents to travel by private car and make the most effective use of public transport facilities.

SO6. Environment - the development would seek to protect and enhance the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;

- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 ‘Spatial Principles Development should help to create neighbourhoods where people choose to live. Well designed places should enhance or create character, make a positive contribution to residents health, safety and wellbeing of and consider the needs of all members of the community regardless of .disability. The built and natural environment should be protected. The proposal would be highly sustainable and provide economic, commercial and residential development. It would be close to sustainable transport provision, would enhance the built and natural environment and would enhance and create character.

Policy EC1 – Land for Employment and Economic Development – The proposal would support the City’s economic performance, spread the benefits of growth and help to reduce economic, environmental and social disparities, creating inclusive sustainable communities. The site is near to transport infrastructure and could promote walking, cycling and public transport use. The City Centre is a key location for major employment growth and the proposal would create new jobs in appropriate sectors and contribute to economic growth. The development would use the site efficiently, enhance the sense of place, be accessible to all transport modes and reduce opportunities for crime. This would benefit residents and employees.

Policy EC3 ‘The Regional Centre’ states that housing would be appropriate within the Regional Centre and should complement mixed use employment areas and higher density development is appropriate. This dense commercial and residential development would contribute towards the City housing growth.

Policy CC1 – Primary Economic Development Focus (City Centre and Fringe)_- The commercial space would support economic growth..

Policy CC3 ‘Housing’ City centre residential development should comprise apartment schemes. The Council encourages high quality accommodation which is suitable to a range of occupants in terms of room numbers and size. This proposal offers a mixture of property types with larger accommodation suitable for families and consistent with adopted space standards.

Policy CC5 ‘Transport’ supports proposals that improve pedestrian safety, improve air quality and improve public realm. The policy also seeks to ensure that developments have adequate car and cycle provision. This proposal would include footway improvements at the site with on-site cycle provision and a packages of measures to improve access to alternative forms of transport.

CC6 ‘City Centre high density development’ Land in the City Centre should be used efficiently and will generally be of a high density. Its scale, massing and height will significantly exceed what is appropriate elsewhere. The density and scale proposed would use the site efficiently.

Policy CC9 ‘Design and Heritage’ requires that new buildings is of the highest standard in terms of appearance and function. Development should preserve or enhance heritage assets, including listed buildings, conservation areas and

scheduled ancient monuments. The Council supports high density and mixed use development, but developers must recognise the specific challenges that must be overcome to ensure complementarity of function and form. The proposal is considered to be of high design quality and provides a significant opportunity to regenerate this part of Manchester.

Policy CC10 'Place for everyone' states the City Centre will develop as a location which appeals to a wide range of residents and visitors

Policy T1 'Sustainable Transport' supports the delivery of a sustainable, high quality, integrated transport system to encourage modal shift from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes and would encourage as cycling, car sharing and car clubs.

Policy T2 'Accessible areas of opportunity and needs' This is a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network. It would encourage the use of sustainable forms of transport.

Policy EN1 'Design principles and strategic character areas' The design and appearance of the scheme would enhance the regeneration of the area.

Policy EN2 'Tall Buildings' must be of excellent design quality, appropriately located, contribute to sustainability and place making and bring regeneration benefits. They must complement the City's built assets and make a positive contribution to the evolution of a unique, attractive and distinctive City, including its skyline and approach views. Suitable locations would include sites within and immediately adjacent to the City Centre with particular encouragement given to non-conservation areas and sites which can easily be served by public transport nodes. The proposal is considered to be a high quality development and would have a positive impact on views and the regeneration of the area.

Policy EN3 'Heritage' proposals that complements and takes advantage of the distinct historic and heritage features are encouraged. These must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. The impact on heritage assets is set out clearly below.

Policy H1 'Overall Housing Provision' the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land.

This is a dense commercial and residential scheme in an area identified for housing growth. The varied accommodation sizes would meet a diverse range of housing needs and a large number of the properties would have 2 and 3 bedrooms.

Policy H8 'Affordable Housing' sites of 0.3 hectares and 15 units or more should contribute towards affordable housing provision. The scheme is deliverable in its current form and further information is provided below.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' developments over 1000 sqm should meet targets of the policy unless if it is viable. The function of the building would reduce energy demands and its fabric would ensure that energy costs remain low.

Policy EN9 'Green Infrastructure' development should maintain the quantity, quality and function of green infrastructure and should create and improve linkages to and between areas of green infrastructure. There is little green infrastructure at the site and it is of limited quality. The roof terrace and terrace cut outs will provide some soft landscaping provision at the site and it will also be explored whether street trees can provided within the footways around the application site and/or in the immediate vicinity of the application site.

Policy EN14 'Flood Risk' surface water runoff should be minimised and a Flood Risk Assessment (FRA) is required on sites of over 0.5ha within critical drainage areas. A scheme that minimises surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation', developers should where possible enhance, restore or create new biodiversity, either on or adjacent the site and contribute to linkages between valuable or potentially valuable habitat areas. The site has little ecological value.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 'Water Quality' the impact on the surrounding water courses including those which may be under ground would be minimised.

Policy EN18, 'Contaminated Land', The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm these findings and determine if any mitigation is required.

EN19 'Waste' proposals must be consistent with waste hierarchy principles (prevention, reduction, re-use, recycling, energy recovery, and disposal). A waste management strategy would ensure recycling principles are followed and this would form part of the conditions of the planning approval.

PA1 'Developer Contributions' states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. This is discussed later in relation to the submitted Financial Viability Assessment.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meet the City Councils space standards.

For the reasons given, and within the below analysis, 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 DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new

developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC18 ‘Conservation Areas’ states that the Council will give particularly careful consideration to development proposals within Conservation Areas.

a. The Council will seek to preserve or enhance the character of its designated conservation areas by carefully considering the following issues:

- i) the relationship of new structures to neighbouring buildings and spaces;
- ii) the effect of major changes to the appearance of existing buildings;
- iii) the desirability of retaining existing features, such as boundary walls, gardens, trees, (including street trees);
- iv) the effect of signs and advertisements;
- v) any further guidance on specific areas which has been approved by the Council.

Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

The proposal has been designed to enhance the conservations with a high quality building.

Saved policy DC19 ‘Listed Buildings’ - the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. This is discussed in detail below.

Saved policy DC20 Archaeology states the Council will give particular 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, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will 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.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Build to Rent provides guidance on scheme management, 'clawback' mechanisms if the development (or part of the development) is sold and covenant periods.

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

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

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

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

Design states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

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

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

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;

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

Other material policy considerations

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

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

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

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

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

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

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

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

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

Manchester Residential Quality Guidance (2016)

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

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

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

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

Ancoats and New Islington Strategic Regeneration Framework (2016)

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

The application site is located within the 'Ancoats Core'. The NDF outlines a series of core development principles which help to guide new development which are developed in this area.

The NDF states that within the Ancoats Core the area will be suitable for complementary new employment and commercial space alongside, or as part of, new residential development which is seen as critical in order to maintain activity levels throughout the day.

The NDF goes on to outline a series of considerations which must be taken into account when determining new buildings in the area. These include responding to historic frontages and building lines, ensuring that infill development is of the highest quality together with use of materials that complement the use of brick in the area. In terms of height, new developments should pick up on existing patterns and rhythms. This is also considered to be important in terms of elevational treatment such as deep window reveals. The reinstatement of the grid pattern and character perimeter block is important and will help re-enforce the qualities of the conservation area.

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".

The report recognises 'Corridor Manchester' as a unique area of the City, and the most economically important in Greater Manchester.

The plan identified that there has been strong population growth over the last 20 years and demand for city centre living is rapidly increasing. It also reflects on the scale of development in the 'Corridor Manchester' area which include the delivery of initial phases of the University of Manchester Campus Masterplan, new facilities for Manchester Metropolitan University and new City labs which are bespoke built biomedical facilities.

The strategy identified the continuing development of the University of Manchester and Manchester Metropolitan campus masterplans to create high quality learning environments that enhance the student experience.

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.

The strategy identifies the importance of the Universities in the City (and region) and recognises their established reputation in the science, research and development sector. This attracts and retains students in the City. The strategy also recognises the importance of education, particularly to degree level and the importance of apprenticeships. It seeks to ensure all children have access to high quality education and seeks to retain and grow the high quality Universities.

Amongst other matters, the vision includes:

- Have a competitive, dynamic and sustainable economy that draws on our distinctive strengths in science, advance manufacturing, culture and creative and digital business – cultivating and encouraging new ideas;
- Possess highly skilled, enterprising and industrious people;
- Be a place where residents from all backgrounds feel safe, can aspire, succeed and live well;
- Be clean, attractive, culturally rich, outward looking and welcoming.

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow'

There are four objectives in order to achieve this vision:

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

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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

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

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

Ancoats Conservation Area declaration

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

Furthermore, the concentration of mill buildings within Ancoats has become an important landmark in the history of the Industrial Revolution. Murray Mills, McConnel and Kennedy Mill, along with others in the area, represent a clear chronology of development of cotton mill architecture from 1800 to the 1920s.

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls outside of the threshold within “Urban Development Projects” which is 150 residential units. As such, a screening opinion has not been adopted in this regard.

Principle of the proposal and the schemes contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the regions primary economic driver and is crucial to its longer term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and workspace is required as the Citys economy continues to grow.

The site is in the City and Regional Centre for planning and regeneration purposes and Ancoats is a key regeneration priority. It has an established residential community and is a growing destination, particularly for creative and tech based companies. It will be important for the success of the area that space is created for small businesses, including those in the creative and technology sector together with the promotion of live/work arrangements.

The Ancoats and New Islington Neighbourhood Development Framework (NDF) envisages that employment and commercial space would be delivered alongside, or as part of, new housing schemes and would help to maintain activity throughout the day. Some recent residential schemes have included ancillary commercial space which has increased the areas vitality.

The application proposes 3124 sqm of office space (use class B1) over 3 floors alongside 75 homes. This would use the site efficiently and help to meet the City's employment and housing needs.

Manchester's population continues to grow and is expected to increase considerably by 2030. This and changes in household formation, requires additional housing. The proposal would contribute to a target of providing around 2500 homes each year. It would provide larger accommodation with over 65% having two and three bedrooms and would be suitable and attractive to families. The new homes would be consistent with growth priorities and would meet the objectives of policies H1 and H3 of the Core Strategy.

It is necessary to provide a critical mass of office accommodation to make the commercial proposition viable, manageable and cost efficient. This would require around 30,000 sq ft over 3 floors to achieve maximum efficiency. This space would meet the needs of, and would be targeted at SME and start-up businesses as part of growing the areas commercial offer, particularly within the innovation sector. The office space could create between 174-188 jobs when fully occupied. The space would operate in a similar manner to similar space owned by the applicant at Jactin House. This is co-working space and serviced offices, which range from 14 sqm to 279 sqm, aimed at SMEs who wish to start and grow their business in Ancoats. The space is affordable and all-inclusive in a modern setting. Occupiers can choose from day passes, a monthly arrangement comprising either a floating or fixed desk, or a private office. There are meeting rooms which can be booked. Occupiers can increase/decrease their desk requirements on a monthly basis as required, which lends itself to start-ups and SMEs. Regular networking events and workshops encourage tenant collaboration.

This would meet a key aspiration of the NDF by providing space for creative, cultural and digital industries and professional services. This would support key growth sectors and the overall employment function of the City.

The development would create construction jobs and a local labour agreement would ensure that Manchester residents benefit from these jobs. This would be secured through a condition of any approval. The provision of homes close to the city centre, would reduce commuting and help to create a low carbon city.

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 the National Planning Policy Framework, and Core Strategy policies H1, H3, SP1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

Affordable Housing

Policy H8 requires that development should contribute to the City-wide target that 20% of new housing is affordable. 20% is used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership. If this is not provided on site, an equivalent financial contribution should be made to off-site provision.

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

Should a viability assessment demonstrates that a scheme cannot deliver affordable housing, the applicant may request an exemption from providing affordable housing, or provide a lower proportion, a variation in the mix of affordable housing, or a lower commuted sum. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 75 new homes for rent through a Private Rented Scheme (PRS)/build to rent model in an area where regeneration and the provision of new homes is a priority. The proposal would develop a brownfield site and create active street frontages. It would be a high quality scheme in terms of its appearance and would comply with the Residential Quality Guidance. It also delivers a significant component of employment space that affects the overall viability of the scheme. All these matters have an impact on the scheme's overall viability.

A viability report that has been independently assessed and verified on behalf of the Council, demonstrates that it is not possible to provide a contribution towards affordable housing in this instance. This is based on a site value of £750,000 which is considerably below true market value. Construction costs are £17,707,591 with total costs at £20,442,395 which would give a profit of 8.5%.

The Council's testing of the viability concluded that construction costs would be £17,243,359 with total costs at £22,000,616. This gave a profit figure of 3.52%.

These figures very clearly demonstrate that the scheme is at best marginal and would become unviable should an affordable housing contribution be required.

As this is a build to rent model, the applicant has agreed to enter into a legal agreement which secures the homes on a PRS basis for a specific period. Should the applicant sell any of the homes within this period, it would be subject to a 'clawback' mechanism. Should a viability appraisal show at that time there has been

an uplift, a full or partial contribution towards the affordable housing requirements within policy H8 would be sought. It should also be noted that there will be a review mechanism built into the legal agreement to re-test the viability at future date.

Tall Building Assessment including impact on townscape

One of the main issues to consider is whether the scale of development proposed is appropriate. At 9 storeys, this could be interpreted as being tall in its immediate context and as such it has been assessed against Core Strategy Policies that relate to Tall Buildings and the criteria as set out in the Guidance on Tall Buildings Document published by English Heritage and CABI. Historic England's Advice Note 4, 2015 updated the CABI and English Heritage Guidance published in 2007, responding to the National Planning Policy Framework and the increase in proposals for new tall buildings. The Advice Note identifies a series of steps that should be undertaken at pre-application for tall buildings which have been addressed.

A Townscape and Visual Impact Assessment has examined the impact the proposal would have on its context including established Townscape Character Zones, significant Heritage Assets and views. It uses established methodologies and practices and the impact is considered in isolation and in conjunction with committed development in a Cumulative Assessment. A computer model has provided images which illustrate the impact of the proposal on the townscape from agreed views on a 360 degree basis. This allows the full impact of the scheme to be understood.

The proposal would affect views and people who live, work in and visit Manchester. A Visual Impact Assessment (VIA) has assessed where it could be visible from, its potential visual impact on the conservation area and the setting of designated listed buildings. The assessment utilises the guidance and evaluation criteria set out in Historic England's "Good Practice Advice in Planning Note 3: The Setting of Heritage Assets" (2015) and adopts the methodology outlined in their document, "Seeing the History in the View: A Method for Assessing Heritage Significance within Views" (May 2011).

The following key viewpoints were identified and agreed with Historic England:

- *Viewpoint 1 – looking south westwards down Oldham Road towards the City Centre*
- *Viewpoint 2 – from within the Ancoats conservations are junction with Radium Street and George Leigh Street*
- *Viewpoint 3 – junction of Radium Street and Jersey Street*
- *Viewpoint 4 – junction of Bengal Street and Jersey Street*
- *Viewpoint 5 – view across Cutting Room Square from Hood Street*
- *Viewpoint 6 – view from Marshall Street*
- *Viewpoint 7 – view from the north western boundary of the conservation area along Oldham Road*

The assessment concludes that the partially vacant nature and poor quality street frontages at the site detract from the quality of the street scene and historic environment and that development provides an opportunity to reinstate a dense urban block to the street edges.

The proposal at 9 storeys would be taller than some buildings in its immediate context, but the quality of the design and architecture would complement the conservation area and the adjacent listed buildings. The street scene would be activated by the office accommodation on the lower floors whilst the residential accommodation above would have well detailed elevations and brick work.

Impact of the historic environment and cultural heritage

The site is in the Ancoats Conservation Area. Its significance is derived from its industrial heritage and it was laid out in a grid pattern which created a dense urban form with enclosed streetscapes. The conservation area is of most significance where the large mill buildings sit alongside smaller domestic and industrial buildings arranged in a dense form within the grid pattern. The building on the site is not listed but does contribute to the significance and historical evolution of the conservation area.





It is necessary to determine whether the impact of its demolition on the significance of the Conservation Area would be acceptable. Not all elements of a conservation area contribute to its significance and the level of harm caused by the loss of a building which makes a positive contribution to the significance of the conservation area, would depend on its significance and its contribution to the significance of the conservation area as a whole.

The building is a heritage asset and has social, architectural and historical significance. It represents the redevelopment and evolution of the area in the 1950s when this type of building was constructed following clearance of domestic terrace housing from the late 18th and early 19th century in the 1940s. It was originally occupied by an electricity contractor.

There should be a clear and convincing justification for any harm caused. The building has minimal heritage value in built heritage terms, and its interest lies in the history the terraced housing that occupied the site and the grid plan form of the road network which surrounds it. The site is surrounded by some important heritage assets such as the listed Victoria Square and the non-designated heritage asset of the Shamrock public house. The building is seen alongside more dominant heritage buildings and contributes to the variety and juxtaposition of building heights across the conservation area and wider townscape.

The buildings loss would cause some harm and impact on the setting of the Conservation Area would be permanent and irreversible. But, the harm would be minor and Historic England has not raised any objections to its loss. This harm would be less than substantial and therefore it is necessary to assess whether this harm is outweighed by the public benefits that would be delivered.

There is currently one business occupier within the existing building with the rest of the site vacant and cleared of any development. The development of a high quality building providing employment space and new homes would deliver significant public benefits and would outweigh the harm to the conservation area. These public benefits are discussed in further detail elsewhere within this report.

The following listed buildings are nearby.

- Victoria Square (Grade II);
- Beehive Mill (Grade II*);
- Former church of St Peter (grade II);
- Former Ancoats Police Station (Grade II);
- Murray Mills complex (Grade II/II*);
- New Little Mill/Waulk Mill (Grade II).

The Shamrock public house on the corner of Bengal Street and Silk Street is considered to be a non-designated heritage asset.

Legislation and planning policy seek to preserve or enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ is paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment. The setting of the heritage assets and any impact on any key views has been addressed to allow the impact of the proposal to be understood and evaluated.

The key listed and heritage assets most affected are Victoria Square and the Shamrock public house. Key views within the conservation area would be affected which include some of the listed buildings mentioned above. These form part of the wider character and have been considered within the townscape and visual impact assessment.

Victoria Square is a municipal housing block occupying a prominent position on Oldham Road. It is architecturally and socially significant representing an example of a new concept in social housing at the time of its construction. It occupies a city block and responds to the grid iron pattern of the conservation area. It has a central courtyard and provides a more spacious offer than the dense terrace properties that once dominated the area.

The heritage assessment identifies 7 key view points from within and around the conservation area which allowed the impacts on the historic environment to be identified.

Viewpoint 1 – looking south westwards down Oldham Road towards the City Centre

Victoria Square is clearly evident together with the boundary of the conservation area. The characteristics of the conservation area are evident in this view, but it is fragmented by other newer development.



The proposal would form a significant new feature and can clearly be seen rising above the low rise building along Oldham Road. It can be seen within the setting of Victoria Square and provides a new feature to the boundary of the conservation area from Oldham Road. The impact of the block is reduced by the set back from Oldham Road which makes it less dominant scene. The view of the North West corner of Victoria Square from Oldham Road remains unimpeded.

There would be some low level impacts on this view, particularly on the setting of the Victoria Square.

Viewpoint 2 – from within the Ancoats conservation area are junction with Radium Street and George Leigh Street

The west elevation of Victoria Square dominates this view which is seen in front of the cleared site and substation situated to the rear of the Shamrock public house.



The proposal would be a large new feature but the view of Victoria Square is largely unimpeded and can still be appreciated. The proposal would have a positive impact

on the setting of the conservation area as it would reinstate a perimeter block development to the grid patterns which has become fragmented over recent years.

The proposal would have a low level of impact on the setting of the conservation area and listed buildings.

Viewpoint 3 – junction of Radium Street and Jersey Street

This view is dominated by Beehive Mill and a range of other Victorian brick built industrial buildings all of which make a positive contribution to the conservation area in that they are dense developments built to the footway edges offering a tight urban grain.



The completed development would have minimal impact on this view with the listed building and other key buildings being largely preserved. The built form to Radium Street would be a positive addition to the conservation area.

Viewpoint 4 – junction of Bengal Street and Jersey Street

The corner of Victoria Square to be seen from Bengal Street. Since the heritage assessment was undertaken, the view has been obscured further by a recent development on the plot to the left of the image.



The proposal would have a limited impact on the listed building and the conservation area and would just be visible in the background. It would respond positively to the blocks of development fronting Bengal Street. Overall the impact on the setting of the conservation area and the setting of Victoria Square is imperceptible.

Viewpoint 5 – view across Cutting Room Square from Hood Street

The view looks across the square from Hood Street. The main building of importance in view is the grade II listed former Church of St Peter. There is no view of Victoria Square, and the view towards the site is obscured by a recent development. As such, there will be no impact on the setting of the conservation area or nearby listed building.

Viewpoint 6 – view from Marshall Street

This view is taken from within New Cross looking towards the conservation area. It is dominated by the terrace properties along and near the Oldham Road frontage which are a positive contributor to the conservation area. To the left is the grade II listed former ambulance and police Station and there is a long ranging view of Victoria Square.



The proposal would be just visible behind Victoria Square and this would have a modest impact on the setting of Victoria Square. It is not considered that there will be any impact on the fire station.

Viewpoint 7 – view from the north western boundary of the conservation area along Oldham Road

Victoria Square dominates the view on the right hand side facing onto Oldham Road. The key characteristics of the conservation area are clearly evident with a change in scale of the built form. The proposal would not be visible and would not impact on the setting of the conservation area.

Impact Assessment

The level of harm to the conservation area as a result of the loss of the existing building is considered to be low. The scale of the proposal on the conservation area and on adjacent listed buildings would impact, but this is considered to be less than substantial, as defined in NPPF. In these circumstances, the NPPF requires that the public benefits should mitigate against this harm and these are considered in detail below.

The proposal would regenerate this partially vacant brownfield site within the Ancoats conservation area. The new homes and high quality office accommodation would support economic growth and allow access to high quality homes and employment opportunities.

The building that fronts Bengal Street does make a modest contribution to the significance of the conservation area, and helps preserve the setting of the adjacent listed building. The remainder of the site is vacant, overgrown and secured by boundary treatment of inappropriate quality. The condition of the site has, at best, a neutral impact on the setting and character of the conservation area.

This proposal would comprehensively develop the site and provide a development to all street frontages, improving the street scene and wider context which is a key requirement of the NDF. It would deliver 75 homes, with the emphasis being on larger accommodation suitable for families. The office space would provide space for start-ups and small businesses looking for flexible and reasonably priced office accommodation.

Historic England consider that the site would be better suited to a more modest form of development that could add to the variety of building heights in the conservation area. This would be a maximum of 8 floors with a more fragmented form.

A viability appraisal has demonstrated that this quantum of development is required to deliver these key outcomes in a manner that is viable. A minimum of 3 floors of office space is required in order to be manageable, cost efficient and viable. The manner in which the office floor space is laid out would ensure maximum efficiency. A minimum of 6 floors of residential accommodation is required to create a viable development and deliver new homes.

The viability report has been tested and it is accepted that this quantum of development is necessary to make this proposal viable. Any reduction in height or loss of space would render the scheme unviable and the regeneration benefits would not be realised.

Various design options have been considered and the siting, scale and appearance now proposed would respond to many of the key characteristics of the conservation area. The proposal would address the impact of the poor vacant frontages to Radium Street, Primrose Street and Silk Street. The development to back of pavement, would activate the street edges and re-enforce the grid pattern and re-instate a key feature of the conservation area and contribute positively to it.

Part of the significance of the conservation area is derived from the variety of building heights provided by the older mill buildings and the smaller domestic and industrial developments. The applicant considered options which included stepping back more than one storey of the building to give a greater degrees of variety to the massing of the building. However, this increased its overall height.

The approach proposed would reflect a similar form of development to the older mill buildings within the conservation area which are large, robust and built to back of pavement. Other recent developments in the area have established a height parameter of around 8 storeys. However, there are other examples of taller buildings within the conservation area which exceed this such as NQ4. These buildings were built to create a cohesive form which complements the characteristic of other large, older and newer developments in the area. The dense and uniform form proposed, situated to back of footpath, would not be unusual in this context. The set back at the ninth floor would minimise the overall impact and the lightweight materials at this level would re-inforce this. The verified views shown above demonstrate that its impact would be negligible.

Historic England believe that the secondary nature and narrowness of the roads around the site would make the development feel oppressive. The narrowest part of

the site fronts Bengal Street and Radium Street which are key roads within the conservation area. It is important that these frontages are developed to animate the street scene. The building would not be overly dominant in this context.

The development would be prominent along Silk Street and Primrose Street owing to their narrow nature. However, back of pavement development is a key characteristic of the conservation area where dense development is situated along footway edges. Terrace cut outs have been provided at street level to create a sense of space together with the creation of a double height glazed entrance space.

The development would be of a high quality and add positively to and complementing the range of architectural styles in the conservation area. The building would contain well detailed brick work, deep window reveals and other openings which relate to many of the features found on older buildings in the conservation area, whilst utilising modern construction techniques and materials.

Taking the above benefits of the proposal into consideration, a low level of harm will be caused to the to the setting of the conservation area, Victoria Square and other buildings such as the Shamrock public house as a result of the scheme.

The level of harm is considered to be less than substantial and it is necessary to assess whether the 'public benefits' would outweigh the identified harm. In assessing this, consideration must be given to para 8 of the NPPF which outlines the objectives to achieve sustainable development.

The public benefits of the scheme are derived from redevelopment of a highly sustainable brownfield site within the conservation area. The removal of the largely vacant site will allow for the site to be comprehensively developed with a high quality development which responds positively to all the surrounding streets.

The massing of the building and the elevational treatment would be high quality and follow many of the characteristics of the conservation area. In particular, the creation of a cohesive, uniform development, and well detailed elevations including deep window reveals, will ensure the development is of the highest quality. The overall height of the development is minimised by the setting back of the 9th floor.

The scheme would therefore enhance the setting of the conservation area and the setting of the listed Victoria Square together with the removal of the vacant site which at presents is largely inactive to the street scene.

The 75 homes would meet demand in Ancoats and the flexible accommodation could accommodate changing family needs. Apartment sizes meet space standards and the overall quality of the development would encourage residents to stay longer term and create a community. Roof terraces and communal spaces would add to its attractiveness. The proposal would be safe and secure and provide natural surveillance and vitality to the street scene.

The high quality office space is a major component of this mixed use scheme and SME business and start-ups within innovation sector would be targeted as part of

growing the commercial offer in the area. The office space could accommodate around 180 jobs.

The applicant operates a similar offer Jactin House which has co-working space and serviced offices which start from 14 sqm to 279 sqm. It offers affordable and all-inclusive spaces to SMEs who wish to start and grow their business in Ancoats in a modern, well designed and professionally operated setting.

Occupiers can choose from day passes, a monthly arrangement comprising either a floating or fixed desk, or a private office. There are bookable meeting rooms. Space can be increased/decreased on a monthly basis. Regular networking events and workshops encourage tenants to collaborate.

This development would operate in a similar way and provide a mixed use scheme that would support the economic growth of Ancoats and deliver a key aspiration of the NDF.

In order to realise the public benefits around the office space, the permitted developments rights which exist that permits the change of use of office space to residential (once the offices have been occupied) are recommended to be removed and form part of the list of planning conditions below.

The proposal would create 294-352 FTE jobs during the construction process.

The proposal is viable and deliverable in its current form. It would cause a low level of harm which would be less than substantial harm and would be outweighed by the considerable public and regeneration benefits that have been detailed above.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Impact on Archaeology

There could be archaeology on the site associated with domestic terrace properties. GMAAS consider that it would appropriate to undertake a programme of works on any remains and ground excavations to record the archaeology which would be affected. They recommend that a survey is carried out prior to the demolition of the existing building.

Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed on the planning permission to this affect in order to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Layout, scale, external appearance and visual amenity

The development would form a rectangular block which would fill the site perimeter and create a strong building line to all the surrounding streets with strong corners.

A series of terraces to the commercial space would provide recreational space and allow soft landscaping to be introduced and this would help to activate the street scene.



Corner of Bengal Street and Silk Street – terraces areas at ground level

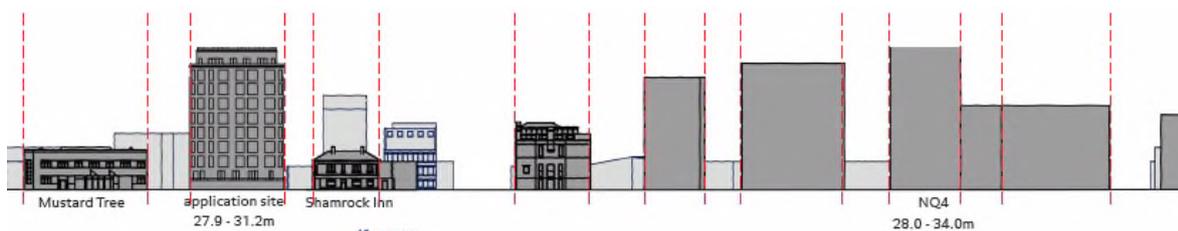
The main entrance to the residential and commercial space would be from Silk Street. The entrance to the car park would be from Radium Street.



Main entrance from Bengal Street

The scale, massing and proportions is similar to some of the older buildings in the conservation area and to some recently scheme. It would be a large building in its immediate context and would be 8 storeys (27.9 metres) across the site with a 9th floor set back from the building edge. This gives an overall building height of 31.2 metres.

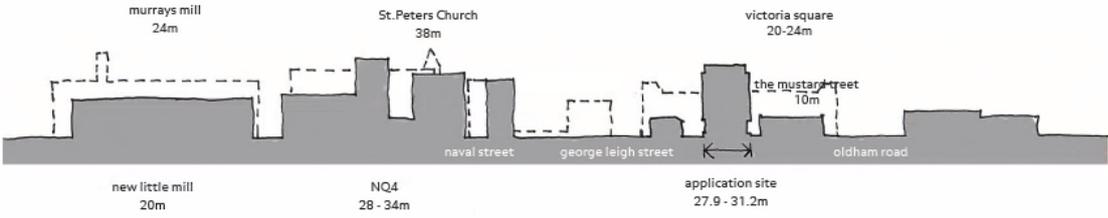
The Ancoats framework advises that future development should respond to the surrounding context. The scale would relate to other development on Bengal Street and the cross section below shows how its height would sit within the street scene. It would have the type of relationship with smaller buildings nearby which is characteristic of the conservation area. The tallest element of the NQ4 complex is 34 metres.



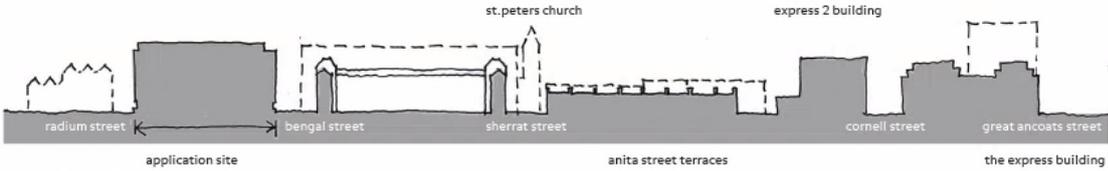
Cross section along Bengal Street

The development add to the variety to building heights in the area, particularly along Bengal Street, and would reinstate the street edge. It would situated between the Mustard Tree and the Shamrock public house which are much lower buildings thereby providing the contrasting building heights that help to define the area.

Victoria Square ranges between 20-24 metres in height. The impact on it would be minimised as the narrowest element of the building would front onto it and it would be separated by the width of Bengal Street. It would not therefore be overbearing or overly dominant and the cross section demonstrates that it would appear slender and elegant adjacent to the listed building, despite the difference in height between the buildings.



section cc: proposed



Cross sections through George Leigh Street/Oldham Road and Radium Street/Bengal Street

The diagram below shows the wider pattern of development and illustrates that the proposal would not be out of context and would enhance the urban grain in this part of the conservation area.

Recent developments of a similar scale have enhanced the area and have provided an updated context. These include Smiths Yard, 16.5 to 28 metres, Sawmill Court 28 metres and Ice Plant 31 metres. These are alongside older historic buildings such as Murray Mill at 28 metres, Waulk Mill at 24 metres. The spire of St Peters at 38 metres would remain dominant. All of these developments add to the wide variety of building heights within the conservation area.



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

The footways around the site would be enhanced and would improve the setting of the building and the conservation area. The setting of the building would be enhanced through the provision of cut out terraces on the ground floor. This would provide recreational space, opportunities for planting and provide activity and interest at street level.

The proposal includes private and shared amenity space for residents. The eight floor apartments would have private roof terraces created where the building is set back. A communal roof terrace would be available to all residents.

Loss of trees

The proposal involves the removal of 6 out of 8 low quality trees (category C) in and around the site. These are protected as they are in the conservation area. The application includes a notice of the applicant's intent to remove these trees within the conservation area.

New developments should wherever possible maintain existing green infrastructure. Policy EN9 states that should the benefits of a proposal outweigh the loss of green infrastructure, the developer should demonstrate how this would be mitigated in terms of quantity, quality, function and future management.

The loss of the trees is regrettable but their impact is neutral and the regeneration benefits of the proposal would outweigh any harm caused by their removal. The proposal includes soft landscaping within the roof garden. In addition, a condition would require that the opportunity to plant street trees should be explored.

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology including bats, and Greater Manchester Ecology Unit concur with the findings. It has been requested that an informative should highlight that should bats be found, works should cease until the site has been inspected by a suitably qualified individual. A condition is recommended to prevent vegetation clearance within bird nesting season.

The proposals provide an opportunity to enhance biodiversity and the landscaped roof garden would contribute to green infrastructure and biodiversity at the site in line 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 received by surrounding properties. There is no requirement to consider sun light as none of the effected properties are 90 degrees of due south. Consideration has been given to any instances of overlooking which may result in a loss of privacy.

The BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC), No sky Line (NSL) methods and Average Daylight Factor (ADF) and the following residential properties were assessed:

- Victoria Square – windows which face onto Bengal Street;
- Shamrock public house – upper floor residential accommodation;
- German Warehouse – residential windows fronting Silk Street and Radium Street.

The NPPF states that 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.

114 windows were assessed at Victoria Square. For VSC, 98 would experience a reduction of less than 20% with the remaining windows decreasing more than 20% with the largest reduction being 29%. The ADF and NSL results are more mixed with some rooms or windows exceeding the targets whilst others have fallen short.

The results for the Shamrock show that daylight would decrease to these windows for VSC, ADF and NSL. Whilst the public house is currently closed, it is still capable of being occupied.

The impact in terms of daylight on the German Warehouse development will be mainly on the windows facing onto Silk Street and Radium Street. It should be noted that a large number of the windows at first and second floor on the Silk Street elevation are onto recessed balcony areas. As such, the daylight in the living/dining room areas is already reduced. The assessment of impact of the development demonstrates that there will be a modest reduction in daylight to these windows as a result of the development but will not be significant and certainly not overcome the fact that the daylight is already limited to these balconies due to their recess nature.

At the third, fourth and fifth floors, the windows are all dual aspect facing the open car park site on Silk Street. The windows at this level along Radium Street, together with the first windows on Silk Street may experience a slight reduction in daylight. However, as the proposed development sits diagonally opposite the application site, rather than parallel or adjacent to these windows, any reduction in light is considered to be modest.

In terms of impact on sunlight to the German Warehouse development, the study demonstrates that there is only a very minimal impact on this development given the position of the proposed development located diagonally onto the north/north west of the German Warehouse.

The impact on the available daylight to the windows in these buildings would be minor adverse. The area is generally occupied by dense blocks arranged around a tight street pattern and this inevitably means that impacts arise. These impacts are not unusual in this type of area and a balanced judgement has to be formed about the extent of the harm. The gap between the proposal and Victoria Square would allow a perceived sense of space between the two blocks. The impact on the public house would be more acute but given the scale of the pub, any development is likely to cause the same level of harm to these windows. There will be some modest impacts on the German Warehouse but given the position diagonally to the application site, the recess nature of a large number of windows and dual aspect of others the impacts are not considered to be harmful.

It is considered that the effects are acceptable in this context and do not warrant a refusal on this ground.

Overlooking

The following privacy distances apply to the surrounding residential developments:

- Victoria Square – 16.6 metres;
- Shamrock public house – 6.4 metres;
- German Warehouse – 13.6 metres.

These distances are not unusual in the area and the proposal would be separated from these properties by the existing road network. The other buildings that surround the site are commercial and would not be impacted to the same degree.

The gap to Victoria Square is not considered to be unusual for this context and would not give rise to any unduly harmful impacts from overlooking. The gap to the

Shamrock is narrow but it is offices that would overlook the habitable windows which would minimise the harm.

In terms of any overlooking to the German Warehouse development, the application site sits diagonally to this development and is separated from the proposal by the corner of Silk Street and Bengal Street. Any overlooking would therefore be oblique and not give rise to any loss of privacy to this development.

(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. Any impacts could be mitigated through antenna upgrade or realignment of the transmitter. A condition would require of a post completion survey to be undertaken to verify whether mitigation is required.

(c) Air Quality

The application is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor. An air quality report explains that there would be inevitable impacts on air quality during the construction phases from dust from earth works/construction and vehicle emissions. The applicant would follow good practice to minimise any impacts and these practises should remain in place for the duration of the works and be included in the list of planning conditions.

The main impacts during the operational phases would be from vehicle movements and servicing requirements. The applicant has taken a balanced approach to onsite parking given the close proximity to public transport. There would be 100 cycle spaces with 5 on site electric car charging points.

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

Noise and vibration

A noise assessment identifies the main sources of noise being from plant and construction activities, together with the need to limit noise ingress from external noise, particularly from nearby roads.

The surrounding area is a densely populated residential neighbourhood so noise and disruption from construction activities would be noticeable. It would be necessary to impose appropriate operational and delivery hours and to require a perimeter site the hoarding that has acoustic properties, equipment silencers and regular communication with nearby residents.

Noise from nearby traffic could impact on the homes and there could be noise from the commercial space below. The glazing specification would address traffic noise and a restriction on the operating hours of the commercial units and the roof terrace would minimise any impact.

Subject to all of the above, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

There would be separate waste management arrangements for the residential and commercial elements and it would be stored in the basement. Residents would store and segregate waste in their apartment which they would then take to the basement store. The waste stores would comply with the Council standards.

The office space will have a store room of 18 sqm containing 3 x 1100 litre general refuse containers and 3 x 1100 litre recycled bins. This would be collected on a weekly basis. Servicing and refuse collection would take place from a dedicated loading bay on Radium Street.

Accessibility

The building will be fully accessible and comply with the relevant requirements for building regulations. All of the apartments would be wheelchair accessible and lobby areas, terrace space and shared spaces would have level thresholds. A platform lift would be installed which would ensure that the building is fully accessible. There would be 3 disabled parking spaces in the basement with space for mobility scooters.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding'. It is within 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 sensitive to an increase in the rate of surface water run off and/or volume from new developments which may exasperate local flooding problems.

A drainage statement has been considered by the City Council's flood risk management team who require further consideration of how the drainage systems would work to prevent surface water run off along with an examination of the implementation of sustainable urban drainage principles along with their future management.

In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

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

The site is accessible to all sustainable forms of transport. A transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

15 parking spaces, including 2 for disabled people and 5 electric car charging points, are proposed in the basement, which equates to 20% provision. Highway Services have no objection to this in light of the highly sustainable location. This level of parking accords with the guidance in the Core Strategy and the Residential Quality Guidance which states that the constraints of a site and the proximity of public transport should be a key consideration when considering onsite provision. There is sufficient space to safely and securely store mobility scooters.

There would be 100 cycle spaces in a dedicated secure store in the basement. A travel plan would provide support the travel needs of residents including the availability of offsite parking. This should be a condition of the any approval with the ongoing monitoring of the travel plan.

The applicant would improve the kerb radii on Radium/Primrose Street to ensure that it is safe for use when the development is operational. The pedestrian entrance would be from Silk Street which would be made a 'one way' to minimise the amount of traffic using it. This would allow the footway to be widened to create a safer and more pleasant pedestrian environment.

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 GMPolice, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by Design Accreditation is achieved.

Ground conditions

A ground conditions report provides existing conditions and further details are required about a risk assessment and remediation strategy. The implementation of the agreed remediation strategy should be confirmed through a verification report. This should form a condition to comply with policy EN18 of the Core Strategy.

Public opinion

The comments received relate to the scale of the building. This is dealt with extensively in the report above. There would be some localised impacts on amenity as a result of the scale of the building, particularly on some of the windows within Victoria Square and the upper floor residential accommodation of the Shamrock. However, these impacts are not considered to be unusual for this context.

Construction management

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

Limited information has been provided about routing but servicing vehicles are likely to use Great Ancoats Street and Oldham Road which should minimise disruption on the local network. There is unlikely to be any cumulative impact from construction activity. There is a large amount of activity in the local area but the proximity of Great Ancoats Street should help to minimise disruption on the surrounding area.

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 and the highway network.

Sustainability

An energy and environmental standards statement demonstrates that the energy hierarchy has been applied and that low and zero carbon technologies would be used and would comply with part L (2010).

The overall energy performance would be satisfactory with an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development complies with the spirit of the Core Strategy with high quality building fabric and systems. The energy standards should be a condition of any approval.

Permitted Development

The 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.

The residential properties which will be available on a PRS basis, the applicant has provided a draft residential management strategy. This details how properties will be managed. The development of this strategy should form part of the conditions of the planning approval.

It is recommended that a condition of the approval should clearly define the approved residential units under the C3(a) use and to remove 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) without the requirement for formal planning permission. This is to protect this development and its future residents from the problems associated with the change of use of properties to HMO's and to promote family accommodation and sustainability within this neighbourhood.

In order to realise the public benefits required where less than substantial harm arises to a heritage asset, it is also recommended that the permitted development rights are removed which would normally permit the change of use from offices to residential accommodation. The offices are an important component of this development and will be targeted at start up business and other small businesses. In order to realise these public and regeneration benefits it considered appropriate to remove what would otherwise be a permitted change.

Legal Agreement

The proposal shall be subject to a legal agreement under section 106 of the Planning Act to ensure there is a mechanism to re-test the viability should there be a delay in the implementation of the planning permission and a covenant 'clawback' period should the homes be sold within the specified period as explained in the paragraph with the heading 'Affordable Housing'.

Conclusion

The proposal would help to regenerate Ancoats and provide good quality homes. It would develop a partially vacant, poor quality site in the conservation area. It would result in the loss of a designated heritage asset contributes to the significance of the area. The new building would be of a high quality which would positively contribute to the conservation area through its materials, elevational treatment and how it addresses street frontages.

The scale of the proposal would cause some a low level of harm to the significance of the conservation area and the setting of Victoria Square and this would be outweighed by the public benefits that the scheme would deliver. There would be some localised impacts on amenity at Victoria Square and the Shamrock in terms of daylight but these are not considered unusual in this type of context.

The level of harm would be less than substantial and would be outweighed by the public benefits delivered. Notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme thus meeting the requirements set out in paragraph 193 and 196 of the NPPF.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Head of Planning, Building Control and Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land

that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE subject to the signing of a section 106 agreement which retains the development as a PRS scheme for a covenant period together with a review mechanism at a future date**

Article 35 Declaration

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

Reason for recommendation

Conditions to be attached to the decision

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

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

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

Drawings

BS-501, BS-500, BS-600, BS-402, BS-400, BS-901, BS-900, BS-108, BS-103, BS-102, BS-109, BS-100, BS-101 and BS-401 stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018.

BS-099 stamped as received by the City Council, as Local Planning Authority, on the 4 February 2019

05004 Rev P01, 62731-106 and 75001 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 19 December 2018

Supporting information

Design and access statement, air quality assessment, daylight and sun light assessment, ecology assessment, environmental standards and energy statement, planning statement, TV reception impact assessment, phase 1 desk study, tall buildings statement, statement of community involvement, noise impact assessment, tree survey, tree constraints plan, flood risk assessment and drainage strategy, heritage statement, transport assessment and interim travel plan stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018

Overland flow routing stamped as received by the City Council, as Local Planning Authority, on the 5 September 2018

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

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

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

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

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

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

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

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

- archaeological desk-based documentary study of the properties that occupied the site;
- Archaeological evaluation;
- open area excavation and recording informed by the evaluation

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

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

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

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

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

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

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to saved policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in the National Planning Policy Framework.

5) Notwithstanding the flood risk assessment and drainage strategy stamped as received by the City Council, as Local Planning Authority, on the 7 August 2018 and the overland flow routing (062731 003 P1) stamped as received by the City Council, as Local Planning Authority, on the 5 September 2018, (a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- 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 climate change in any part of a building;

- Hydraulic calculation of the proposed drainage system;

- Construction details of flow control and SuDS elements.

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

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

6) Notwithstanding the Phase 1 desk study stamped as received by the City Council, as Local Planning Authority, on the 7 August 2018, (a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Unexploded Ordnance Survey report;
- Site investigation and risk assessment report;
- Remediation strategy

Once approved, the development shall then be carried out in accordance with the approved details.

(b) When the phase of 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 – There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

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

Each phase of development shall be carried out in accordance with the approved construction management plan.

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

8) Prior to the commencement of development, (a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, the programme shall include timings for the submission of samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management.

(b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part (a). 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.

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

For the avoidance of doubt this shall include:

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

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

10) (a) Prior to the first occupation of the residential element of this development, details of hard and soft landscaping treatments (including tree planting, street tree planting, boundary treatments and appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

11) The development hereby approved shall be carried out in accordance with the Environmental Standards and energy statement stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles

contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

12) Notwithstanding the noise and vibration report stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018, prior to the (a) first occupation of the residential element and (b) first use of the office accommodation, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the residential element and office accommodation and thereafter retained and maintained in situ.

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

13) Notwithstanding the noise and vibration report stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018, (a) prior to the first occupation of the residential accommodation a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) Prior to the first occupation of the residential element a post construction survey (including appropriate mitigation measures and timescales for implementation if necessary) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures agreed thereafter shall be retained and maintained in situ.

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

14) The development hereby approved shall be carried out in accordance with site waste management strategy with the design and access statement and drawing BS-099 stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018. The details shall be implemented prior to the first occupation of both the residential and commercial elements of the development and thereafter retained and maintained in situ.

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.

15) Prior to the first occupation of residential element of the development, details of a scheme to extract fumes, vapours and odours from the premises 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 residential element and thereafter retained and maintained in situ.

Reason – To ensure appropriate fume extraction is provided for the development 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).

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

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

17) 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.

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

Monday to Saturday 07:30 to 20:00

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).

19) Prior to the first use of the office accommodation details of the opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved opening hours shall then become the operating hours for the office accommodation and shall thereafter be retained and maintained.

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.

20) Prior to the first use of the communal roof terrace and ground floor terrace cut outs, the opening hours for the terraces shall be submitted for approval in writing by

the City Council, as Local Planning Authority. The roof terraces shall then operate in accordance with the approved hours.

Reason – In the interest of residential amenity 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).

21) Prior to the first use of the residential element building of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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.

22) The development of each phase 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 3 August 2018. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

23) The development shall be carried out in accordance with the interim travel plan stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018

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 building within each phase, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City

Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

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

24) Prior to the first occupation of the residential building element, the provision of 100 cycle spaces, as indicated on drawing BS-099 stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018 shall be implemented prior to the first occupation of the residential element of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

25) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing BS-099 stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

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

For the avoidance of doubt this shall include the following:

- Footway improvement and reinstatement works around the perimeter of the application site including provision of street trees. These footway improvements shall include details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm;
- Improvements to the junction radii at Radium Street/Primrose Street as indicated on drawing 75001-P01 stamped as received by the City Council, as Local Planning Authority, on the 19 December 2018
- Creation of vehicular entrance off Radium Street.
- Making Silk Street 'one-way' including alterations to footway in front of the application site by increasing its width to 2 metres as indicated on drawing 05004 P01 stamped as received by the City Council, as Local Planning Authority, on the 19 December 2018

The approved scheme shall be implemented and be in place prior to the first occupation of the residential element of the development hereby approved 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) and in accordance with the New Cross Public Realm Strategy.

27) Notwithstanding the TV reception survey stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018, within one month of the practical completion of each phase of the development or before the residential element of the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

28) Within 6 months of the residential element of the development hereby approved being first occupied, details of a car parking review detailing the demands/uptake of car parking at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This review shall set out the demands for car parking at the development including a strategy for the provision of further off site car parking should this been deemed necessary.

In the event of a strategy is approved for the implementation of additional off site car parking, this strategy shall be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To ensure an adequate supply of car parking at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

29) Prior to the first occupation of the residential element of the development hereby approved, details of the provision to promote car hire scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of each phase of the residential element of the scheme and thereafter retained and maintained in situ.

Reason – to promote sustainable travel options and choice at the development pursuant to policies T2 and DM1 of the Manchester Core Strategy (2012).

30) Prior to the first occupation of the residential element hereby the 5 electric car charging points. As indicated in the transport statement and planning statement stamped as received by the City Council, as Local Planning Authority, on the 27 September 2018 shall be implemented, made available and thereafter retained for as long as the development is in place.

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

31) Prior to the first occupation of the residential element of the development, a servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason – In the interest of highway and pedestrian safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

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

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

33) Notwithstanding the provisions Class O of Part 3 of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the three floors of B1 office accommodation (as indicated on drawing BS-100 stamped as received by the City Council, as Local Planning Authority, on the 4 February 2019 and BS-101 and BS-102 stamped as received by the City Council, as Local Planning Authority, on the 3 August 2018) shall be retained for the purposes of Class B1 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of B1.

Reason – To safeguard the office accommodation as part of maintaining the supply of suitable and sustainable office accommodation in this part of the City particularly

accommodation suitable for small business pursuant to policies SP1 and EC1 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

34) Prior to the first use/occupation of the office or residential elements of the scheme (whichever is first) a signage strategy for the entire building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented and used to inform any future advertisement applications for the building.

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

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.
- Whilst the building to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found 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.

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: 120893/FO/2018 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

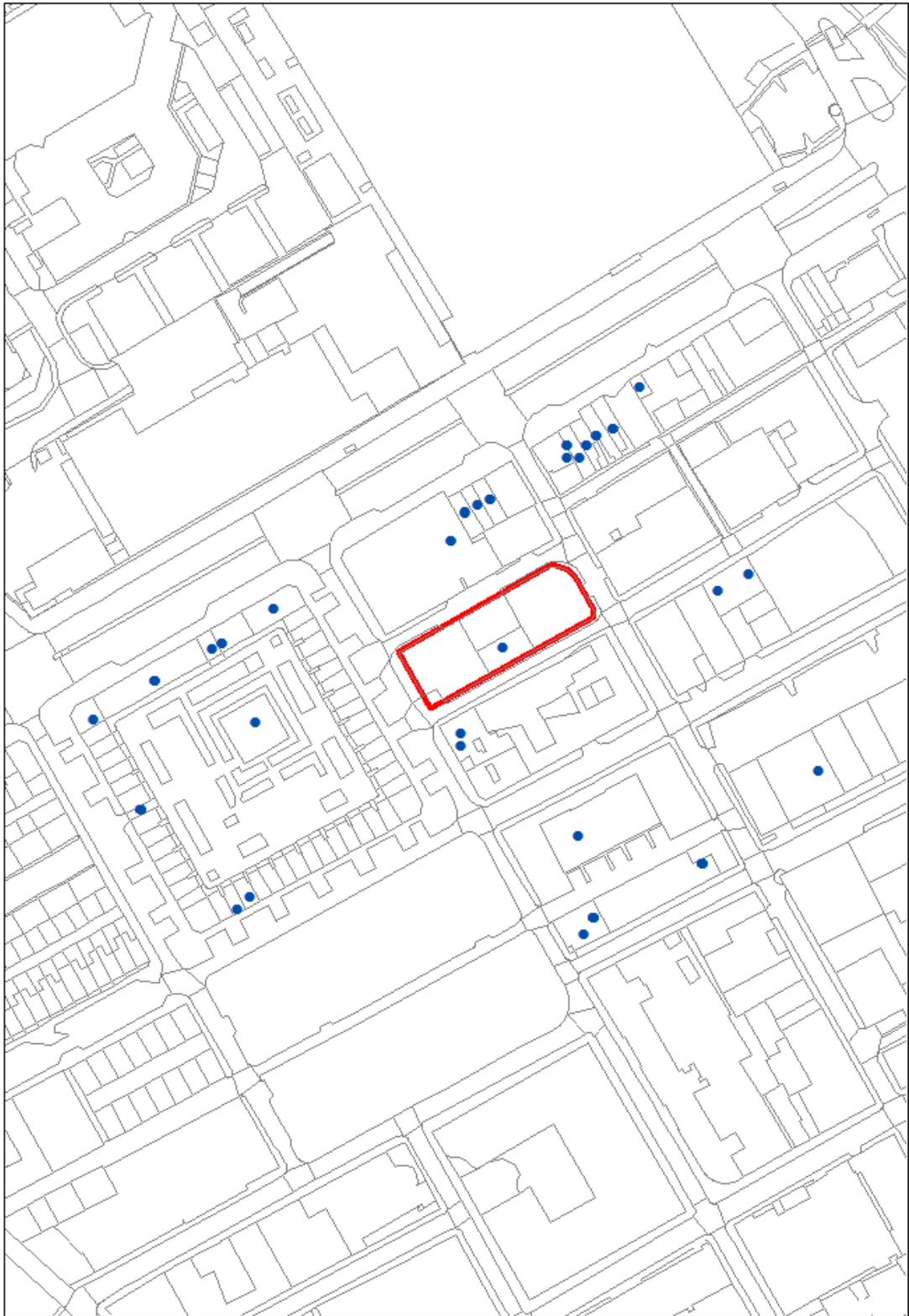
The following residents, businesses and other third parties in the area were consulted/notified on the application:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Strategic Development Team
MCC Flood Risk Management
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
National Amenity Societies
Greater Manchester Ecology Unit

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

Representations were received from the following third parties:

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



 Application site boundary  Neighbour notification
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