

## Planning

## Growth & Development

### Delegated officer report for planning application

**Application no.** 132320/VO/2021

**Date registered valid:** 24 November 2021

**Proposal:** CITY COUNCIL DEVELOPMENT - Removal of canopy on existing building and erection of a 2 storey building to accommodate two no. sound stages for film and television production, with associated landscaping, parking and access arrangements.

**Address:** Space Studios , 2 Vaughan Street, Manchester, M12 5FQ

**Ward(s):** Ardwick Ward

**Applicant:** Manchester City Council C/o Agent

**Agent (if any):** Miss Rachel White NJL Consulting 6th Floor Origin, 70 Spring Gardens, Manchester, M2 2BQ

**Case officer:** Sue Wills  
Tel: 0161 234 4524  
Email: sue.wills@manchester.gov.uk

**Recommendation:** Approve

**Date of recommendation:** 18<sup>th</sup> March 2022

## **Application details**

**Type of application:** Regulation 3 Consent

**Development type:** Smallscale Major Other

**Date of site visit:**

### **Standard consultations:**

Printed: 2 December 2021 Expired: 23 December 2021

### **Neighbour notifications**

Printed: 2 December 2021 Expired: 23 December 2021

### **Site notice**

Posted: 03.12.2021 Expired: 21 December 2021

Posted: 14.02.2022 Expired: 7 March 2022

### **Press advert**

Published: 7 December 2021 Expired: 28 December 2021

**Departure from Development Plan:** No

**Environmental Statement:** Not required

## **Description of site/building**

The application site is located approximately 3km south east of Manchester city centre in the West Gorton area of Manchester. The site currently consists sound stages for film and television production , with associated landscaping , parking and access arrangements.

The site is bounded by other industrial uses located along the northern boundary, Aines Street and a residential apartment block along the eastern boundary, Wenlock Way and the recently built residential development to the south and the existing Space media project (Phase 1) to the north, and Phase 2 of the media project to the east.

The application site does not contain any listed buildings and is not within a designated Conservation Area.

**Listed building:** Not applicable

**Conservation area:** Not applicable

**Tree Preservation Order:** Not applicable

## **Description of area**

The surrounding area is predominantly industrial to the north and east and residential to the south and west, which is the subject of the West Gorton housing regeneration scheme. The site falls within the Ardwick ward of Manchester City Council.

## Background

The existing Space Project located in the former Fujitsu building on Vaughan Street opened in November 2014, following the granting of planning approval under ref 102895/VO/2013/N2 in September 2013. This media centre provided a purpose built TV production facility for the north of England, building on the success of The Sharp Project on Oldham Road which accommodates the wider technical and digital companies. The facility was developed in direct response to industry needs and designed to allow the north of England to capture a larger share of a growing market, building on Manchester's historic strength as a TV and Drama production centre. .

The first phase of this re-development comprised part new-build elements and part renewal of existing building stock and provided:

- Five 12,000 sq. ft high-end TV production stages and associated support facilities;
- 10,000 sq. ft of workshop space
- 40,000 sq. ft of production offices and support spaces such as dressing rooms, hair and make-up studios, green rooms etc
- Creative office space for companies providing services to the sector;
- Events and communal space to encourage businesses to network; and
- On-site secure parking for productions and for unit base vehicles.

Since November 2014, there was a high level of use and the project has captured productions that would otherwise have gone to facilities outside of Manchester or outside of the UK.

Prior approval was granted in late 2015 under application 109521/DEM/2015/N2 for the demolition of all the buildings and structures on the Armstrong Pumps site, which is located immediately adjacent to the Space Project on the corner of Aines Street and Wenlock Way. A subsequent remediation application was then approved under application 111558/VO/2016/N2 for the engineering works in association with the demolition of existing buildings on the site and remediation of the ground for future redevelopment, which included the removal of underground structures, crushing of demolition arisings and placement of recycled site materials on ground surface. This was to prepare the ground for the future redevelopment of this site.

A further scheme ( ref: 112014 ) to expand the use into Phase 2, named the 'Outerspace Project' was subsequently approved in October 2016 . This proposed the development of further buildings for production and related support activities including a stage, production support space, a prop store / set build area and small business units for supply chain businesses on the former Armstrong Site and Wenlock Way Car Park. Three new buildings, and associated external works including car park re-surfacing, culvert capping works and hard/soft landscaping were approved. The 3 no. buildings were approved for B1/B8 use to accommodate a stage, production support space, flexible workshop space and small business units (SBUs) and restricted a D2 use for the Production stage. The D2 element was limited to invitation only audiences to the stage.

The 'Outerspace Project' involved the development of a 30,000 sq. ft sound stage with 10,000 sq. ft of bespoke support accommodation including production offices, dressing rooms, workshops etc; 50,000 sq. ft of adaptable workshop units for businesses who support the film and television industry, and associated car and unit base parking and associated service access.

## **Description of development**

Consent is sought for the removal of canopy on existing building and erection of a 2 storey building (16.3m in height) to accommodate two no. 20,000sq.ft acoustically treated sound stages for film and television production, with workshops at ground floor level and ancillary office accommodation at first floor level associated landscaping, parking and access arrangements on land currently used as car parking and vacant storage.

The development would be accessed from the existing Space Project vehicular access off Vaughan Street. The proposals also include a refuse store, 68 cycle spaces, 121 additional parking space to create a provision of 137 spaces ( 7 for disabled users and 14 with electric charging points ) ,some external plant sited on the roof , and new landscaping areas with substantial new tree planting.

The operation of the building would be on a 24 hour 7days a week basis.

The originally submitted scheme has been revised to include a substation (HV intake and transformer room) within the building footprint together with the removal of a switch room with the other switch room being located adjacent the central core. The cold water tank has moved from the south elevation to the north elevation to cluster the plant space around the core.

## **Consultations & Notification Responses**

Local Residents/Businesses – an email from a local resident on Wenlock Way has been received which raises concerns that the development will lead to dust that and noise which would adversely impact on a family member who works shifts and is on 24 hours emergency call out . They are also concerned that there would be a lot of dirt and traffic facing their house

Highway Services – Have made the following observations.

### **TRIP GENERATION AND JUNCTION CAPACITY:**

The applicant's trip generation assessment states that the proposed development is likely to generate 136 two-way trips during the weekday AM peak hour and 125 two-way trips during the weekday PM peak hour. Traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

A capacity assessment was undertaken of the Space Studios site access junction with Vaughan Street. This confirmed that the junction would continue to operate within capacity following the proposed development.

### **PARKING AND ACCESS:**

The development proposes an additional 137 on-site car parking spaces for phase 3 (121 new spaces, 16 relocated). Seven spaces will be designed for disabled access. Regarding the dimension of the on-site parking spaces, these should all accord with Manchester City Council's (MCC's) standard minimum requirement. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6 metre aisle width to allow vehicles to safely manoeuvre within the car park.

Vehicular access to the site is provided via the existing entrance to The Space Project at the junction of Vaughan Street and Bennett Street.

Vehicular accesses on Wenlock Way and Kniveton Road are to be closed to allow for the introduction of a green edge / boundary screening.

The existing internal road configuration allows for segregation of cars and service delivery vehicles. Cars will be directed to the existing parking area and towards the

correct building entrance.

Highways recommends continual monitoring and management of parking demands, this is in order to ensure there is no adverse impact on the highway network.

Plans have been submitted showing swept path detail for an articulated HGV, 10m ridged vehicle and a box van. This is acceptable to Highways.

#### CYCLE PARKING

Phase 3 will have 19 additional cycle stands equating to 38 cycle spaces. It is requested that these are secure and sheltered.

#### EVC

Fourteen spaces will have an electric vehicle charging point. This is acceptable to highways. There should be a commitment to monitoring EVC usage within the Travel Plan and to increasing the provision when necessary, this should include the installation of ducting infrastructure to allow future EVC installation.

#### TRAVEL PLAN:

A Framework Travel Plan has been detailed within the application. A full Phase 3 Travel Plan will be submitted which will link in and support the Phase 2 Travel Plan.

#### WASTE

Waste storage facilities are based on the existing site. General waste will be collected twice per week and recycling once per week, as per the existing waste collection schedule. An existing waste management area is located to the west of the site to serve the existing buildings. An area of hard standing for the location of skips, should they be required, is sited between existing Block 2 and 3 and also to the north west corner of Phase 1. The management team have reviewed this provision and confirmed this meets their operational requirements. This is acceptable to Highways.

#### DEMOLITION AND CONSTRUCTION:

It is recommended that a Demolition and Construction Management Plan is provided by the applicant prior to any demolition and construction works beginning. The Demolition and Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned demolition and construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routeing both within the site and on the adjacent highway. The document should also consider off-highway construction staff parking and any ongoing construction works in the locality. It is recommended that the above is conditioned and attached to any planning permission that may be granted.

#### Suggested Conditions:

- Demolition and Construction Management Plan
- Travel Plan

Environmental Health - Recommend that conditions are attached to any approval relating to the submission of a demolition/construction management plan; restriction of delivery hours ; external lighting ; the building and external plant is implemented in accordance with the measures within the noise report, and the applicant must ensure that all external plant and equipment does not exceed the limits set out in the report, and the development shall be implemented in accordance with the Waste Management Strategy.

Officers have also advised that the submitted Phase I and II reports for the above application are acceptable. However, the proposal for a 300mm clean cover system in landscaped areas is not sufficient. MCC require at least 600mm clean cover and the applicant will need to provide an updated remediation strategy which reflects this requirement.

Neighbourhood Team Leader (Arboriculture) – Has advised that most of the trees listed for removal were listed as category C and B.

The trees are generally located in the centre of the site offering limited visibility; however, the applicant has proposed to mitigate this loss with 50 new trees positioned on the edges of the site offering higher visibility to residents and the public.

They have confirmed that although they are always reluctant to allow several healthy trees to be removed, they believe the mitigation for this site will have a better long-term future given that the trees will be positioned on the extremities of the site and well away from future development proposals and thus giving the trees the best chance at reaching maturity.

MCC Flood Risk Management – have recommended that the following conditions are attached to any approval.

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield rates;
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. An email of acceptance of proposed flows and/or new connection will suffice.
- o Where surface water is connected to ordinary watercourse, any works within or adjacent to the watercourse that would affect it would require consent from Manchester City Council as Lead Local Flood Authority. Consent forms can be obtained on the website at:

[http://www.manchester.gov.uk/downloads/download/5567/land\\_drainage\\_consent](http://www.manchester.gov.uk/downloads/download/5567/land_drainage_consent)

[\\_and\\_guidance.com](#)

- o For sites where proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) or industrial estates), evidence of pollution control measures (preferably through SuDS) is required.
- o Where an application is part of a larger site which already has planning permission it is essential that the new proposal does not compromise the drainage scheme already approved.
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

If there is no clear adoption policy in place to take over the proposed drainage system after construction, they suggest the following construction and maintenance condition to be considered by the LPA:

Condition 2: No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

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

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.

They also recommend the following Informative is attached to any approval .

MCC records highlight that the underground Corn Brook is located within close proximity to the site (approximately 80 m to the north of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

United Utilities Following their review of the submitted Drainage Strategy, they have confirmed the proposals are acceptable in principle to United Utilities and therefore should planning permission be granted they request the following condition is attached to any subsequent Decision Notice:

*Condition 1*

*The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Foul & Surface Water Drainage Design Drawing SPC ZZ 00 C 0501, Rev P02 - Dated 06/21 which was prepared by Integra. For the avoidance of doubt and unless otherwise agreed in writing by the Local Planning Authority, surface water from the adjacent site and the proposed site must drain at the restricted rate of 29 l/s. No surface water will be permitted to drain directly or indirectly into the public sewer. The development shall be completed in accordance with the approved details.*

*Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding.*

They also recommend a further condition

*Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:*

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and*
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.*

*The development shall subsequently be completed, maintained and managed in accordance with the approved plan.*

*Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.*

They further advise that a public sewer crosses this site and they may not permit building over it. They will require an access strip width of six metres, three metres either side of the centre line of the sewer which is in accordance with the minimum distances specified in the current issue of Part H of the Building Regulations, for maintenance or replacement. Therefore a modification of the site layout, or a diversion of the affected public sewer may be necessary. All costs associated with sewer diversions must be borne by the applicant.

Deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems.

Greater Manchester Police -No comments have been received , but the application is accompanied by a Crime Impact Statement drafted by GMP Secure by Design officers .

Greater Manchester Ecology Unit – have advised that while the information submitted with the application includes an ecology report and a Biodiversity Net Gain (BNG) Assessment, it does not include the data behind the BNG Assessment. In line with the GMCA Biodiversity Net Gain Guidance for Greater Manchester(2021) they would expect the application to also include:

- Two GIS layers, one of the pre-development habitats and one identifying the post development habitats.;
- A completed Biodiversity toolkit (spreadsheet) containing the full calculations for the development.

Additional information regarding the data behind the Biodiversity Net Gain Assessment was forwarded to GMEU for updated comments . GMEU have further advised that the proposal will achieve an acceptable level of biodiversity net gain for the site. This is subject to the landscaping being planted as shown and the landscaping management plan being implemented.

The only issue would be associated with nesting birds and the clearance of tree and scrub during the bird breeding season. We would therefore recommend that the following condition be attached to any permission, should it be granted:

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

## **Policy**

### National Planning Policy Framework ( July 2021)

The NPPF sets out the Government's planning policies and how these are expected to be applied. At

Paragraph 7 it confirms that the purpose of the planning system is to contribute to sustainable development.

At Paragraph 8, it identifies three overarching objectives to sustainable development:

- Economic: building a strong, responsive and competitive economy;
- Social: supporting strong, vibrant and healthy communities; and
- Environmental: protecting and enhancing the natural environment and built and historic environment.

Paragraph 10 confirms that a presumption in favour of sustainable development lies at the heart of the Framework.

Paragraph 11 states that for decision-making, this presumption in favour of sustainable development means "approving development proposals that accord with an up-to-date development plan without delay."

Of particular relevance to this application is Section 6 of the NPPF - Building a strong, competitive economy. Paragraph 81 sets out how;

"Planning policies and decisions should help create the conditions in which businesses can invest, expand and adapt. Significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development."

Section 9 of the NPPF concerns the promotion of sustainable transport. Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability and opportunities for public transport; local car ownership levels; and the need to ensure provision for electric vehicles. Paragraph 111 states that development should only be prevented or refused on highways ground if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe.

Section 11 of the NPPF Paragraph 119 states that planning policies and decision should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions. Paragraph 120 states that planning decisions should promote and support the development of under-utilised land and buildings.

Paragraph 126 states that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. In terms of decision making, the NPPF guides Local Planning Authorities to approve, where possible, proposals for sustainable developments.

Section 15 Paragraph 170 states that planning policies and decisions should contribute to and enhance the natural and local environment by :

d) minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are resilient to current and future pressures. Whilst paragraph 174 recognises that the planning system should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution of land instability, and where appropriate, remediating derelict and contaminated land.

### Core Strategy

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

Policy DM1 of the emerging Core Strategy states:

All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- The use of alternatives to peat-based products in landscaping/gardens within development schemes.
- Flood risk and drainage.
- Existing or proposed hazardous installations.

Policy SP1 relates to the overarching spatial principles which will guide the strategic development of Manchester to 2027 these include:

\* Beyond the Regional Centre and the Airport, the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

\* The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.

\* Development in all parts of the City should:-

Make a positive contribution to neighbourhoods of choice including:-

- o creating well designed places that enhance or create character.
- o making a positive contribution to the health, safety and wellbeing of residents considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.
- o protect and enhance the built and natural environment.
- o minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible.
- o improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

Policy EC 1 'Employment and Economic Growth in Manchester' states that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8). Key locations for major employment growth showing indicative distribution figures will be: Regional Centre, Manchester City Centre 33ha, City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha, Central Park and Eastlands 65ha and Manchester Airport and the surrounding area 50ha. In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1.

- o Priorities for ensuring continued economic growth include:
- o Improving access to jobs for all via public transport, walking and cycling;
- o Demonstrating that employment-generating development has fully considered opportunities to provide jobs for local people, through construction or use;
- o Improving the portfolio of employment premises, by providing a range of employment sites and premises for small, medium and large businesses;
- o Improving digital infrastructure delivery to businesses and residents;
- o Creating business destinations by enhancing the primary business use with ancillary commercial facilities;
- o Ensuring the continued social, economic and environmental regeneration of the City;
- o Ensuring connectivity to international markets for the import and export of goods to ensure competitiveness in international markets.
- o Development proposals should have regard to:
- o Climate change resilience demonstrating how CO2 emissions will be minimised with an aim of zero carbon emissions, through energy efficiency, renewable energy and contributing to low and zero carbon decentralised energy infrastructure;
- o Ensuring design makes the best possible use of a site or building in terms of efficient use of space, enhancing the sense of place of the wider area and minimising detrimental impacts on adjacent uses, considers the needs of users/employees of a site/building for access via walking, cycling and public transport and reduction of opportunities for crime by applying current best practice in security design;
- o Flood risk through the Manchester- Salford- Trafford Strategic Flood Risk Assessment (SFRA).

T1 'Sustainable Transport' - To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -

- o Improve choice by developing alternatives to the car.
- o Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car.
- o Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life.

- o Improve pedestrian routes and the pedestrian environment.
- o Improve and develop further Manchester's cycle network (for example the Manchester Cycleway and the Trans Pennine Trail).
- o Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting and interchange facilities, better priority, improved services and information provision.
- o Improve and develop appropriate road, rail and water freight transport routes and associated intermodal freight transport facilities in order to assist in the sustainable and efficient movement of goods.
- o Facilitate modes of transport that reduce carbon emissions e.g by incorporating charging points for electric vehicles, subject to their appropriate design and location.
- o Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.
- o Take account of the needs of road users according to a broad hierarchy consisting of, in order of priority:
  1. pedestrians and disabled people
  2. cyclists, public transport,
  3. commercial access,
  4. general off peak traffic,
  5. general peak time traffic.

T2 'Accessible Areas of Opportunity and Need' - The Council will actively manage the pattern of development to ensure that new development: -

\*Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections,

\* Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-

- o Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
- o Links within East Manchester to employment locations, Central Park and Eastlands in particular.
- o Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- o Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- o Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

\* Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- o District Centres
- o Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However, the Council will take the circumstances of each proposal into account to

establish what level of parking is appropriate. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

EN9 'Green Infrastructure' - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

EN14 'Flood Risk' - In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide. In CDAs, evidence to justify the surface water run-off approach / rates will be required. The City of Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This issue is dealt with in greater detail elsewhere in this report.

EN15 'Biodiversity and Geological Conservation' - The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. The Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City. Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.

EN18 'Contaminated Land and Ground Stability' - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

The detailed assessment of the scheme contained within the following issues section of this report will outline that it is considered the proposal accords with all of the Core Strategy policies listed above.

## **Issues**

### Principle

The application site is located within the Ardwick ward of the City, and forms part of the East Manchester Regeneration area. Policy SP1 states that development in this area of the City should make a positive contribution to neighbourhoods of choice including improving access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision. Whilst the principle of the development is consistent with planning policy framework and in line with the existing use on the adjacent Space Project site, there are detailed matters that require particular attention. This report will therefore consider the following material considerations and determine whether any undue harm will arise as a consequence of the development.

### Regeneration

The expansion of Space Studios in East Manchester has been strategically important for the growth of the local area and the City as a whole. Since it opened in 2014, the studios have attracted a range of productions and have helped to secure Manchester as a global location for film and television production.

The contribution to economic development of the City has been significant: the studios have supported the provision of 270 jobs. The benefits of the studios are not limited to the buildings themselves, by making Manchester a successful competitor in the production world, the City now sees close to 700 filming days per year with a significant locational spend.

The proposed development would assist Space Studios in continuing its reputation as a global hub for television and screen production and would bring significant public benefit to the locality and the city as a whole.

### Site Layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to the layout and design of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites. The proposed development contribute to the on-going revitalisation of a previously developed site, in a key regeneration area to the east of the City Centre. The site currently comprises a cleared site with areas of hardstanding following the demolition of the former Fujitsu tower office building, and is not considered to add positively to the visual amenity of the area. The site will benefit from a high quality development, which takes account of the design and siting of recently constructed sound stages and media uses on the wider site and provides an opportunity to improve the visual quality of this key site.

As explained earlier in the report, the proposed development forms part of an expansion extension of The Space Project and utilises the existing secure access off Vaughan Street. The proposed development consists a linear block at the junction of Wenlock Way and Kniveton Road. The proposed block, to the south west of the site contains 2 no, sound stages, with associated workshops and offices.

The two stages bookend the block with a lower element in the centre which is stepped back from the main building line to break the massing of the overall development.

The building has been set away from the boundary with of Wenlock Way and Kniveton Road. with a heavily treed landscaped strip located between the boundary fence and the new building to protect the amenity of the residents on Wenlock Way. This treatment would provide the necessary privacy, service access to the stage and workshops and offices supporting the stage. The external levels of the north service yard allow vehicles to be driven directly into the stage. The workshops and offices sited between the two stages would support uses within the sound stages. The two symmetric stages have their main entrances to the east and west elevations, in order to provide enough area for HGVs to access to sound stage areas without impacting on site traffic movement. It is considered that the proposed siting of the building form in Phase 3 of the Space Studios development is acceptable , provided that the proposed soft landscaping scheme along the boundaries to Wenlock Way and Kniveton Road are fully implemented and maintained to soften the presence of the building in the streetscene .

## Scale

The tallest part of the building are the sound stages and these are 16.3 metres in height. However, this is similar in height to the recently built sound stages to the east , within the wider site, and are located away from the boundary of the site and the residential properties to the south of Wenlock Way , set behind a landscaped buffer. The main entrance is located on the northern elevation of the building in direct relation to the wider Space Project's site .

The scale of the development is driven by market requirements. Operationally a clear internal height of 12.192m (40 ft) is required, but proposed height of the proposed building also takes account of the scale of the buildings which have been developed in connection with the earlier phases of the Space Project. The proposed block has been modelled where possible to break down its massing without impacting on its functional requirements.

There is existing mature landscaping located along the southern site boundary which would be retained .New planting to create an extended landscape buffer comprising trees and scrub planting is proposed to the site boundaries along Wenlock Way and Kniveton Road. The new landscaping creates a green buffer and gradual reduction in height towards the neighbouring developments.

The recessed central support block and the surrounding fenestration would assist in reducing the impacts of the scale of the proposed development to the houses on Wenlock Way.

Overall, the scale and layout of the development responds appropriately to the scale of the existing developments in the area. It is therefore considered to be in accordance with policies SP1, EN1 and DM1 of the Core Strategy along with the aspirations in the SPD.

## Design / Appearance

In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the elevational treatment of these industrial type buildings and the proposed use of materials to match the existing adjoining Space Project helps to create a high quality development. The simple and regular arrangements of the elevations combined with the quality and use of materials will provide a wider site that will enhance and respond to the setting of this area whilst also contributing towards creating a new sense of place for the regeneration area.

The proposed buildings will be clad in black P.P.C. sinusoidal metal cladding panels to relate to the appearance of the other main buildings within the wider Space Project development and complimented with areas of brickwork. The roof would comprise a standing seam milled

aluminium finish for reasons of acoustic performance. Doors, curtain walling, canopies and industrial doors will be powder coated finish in complimentary colours to the cladding.

Therefore, it is considered that the design of the proposals is acceptable and will not create any detrimental visual impact within the area.

### Overshadowing

A sunlight path study forms part of the submitted Design and Access Statement. This demonstrate that there would be some potential for overshadowing to the houses directly to the south of the site in the morning on the shortest day of the year, but there would be no effect in summer . As the proposed development lies to the north of the nearest residential development, any significant effects of overshadowing would be to the earlier phase of development within the wider Space Project site. The indicated levels of overshadowing to the dwellinghouses to the south of Wenlock Way are not considered to be so significantly detrimental to residential amenity, so as to warrant the refusal of planning permission.

### Sustainability

An Environmental and Energy Statement accompanied the proposed development . The report sets out the Energy and Sustainability strategy for the proposed development in line with planning policies EN4, EN6 and EN8 to achieve at least 10% improvement on Building Regulations Part L 2010.

In order to achieve the targets, a fabric first approach utilising the following MEAN and LEAN energy efficiency strategies are proposed including; improving the envelope thermal performance; optimising the façade form to reduce unwanted solar gain whilst maximising the potential for daylight; efficient heat recovery within the central ventilation system; utilisation of efficient integral heat pumps to temper air supply from Air Handling Units (AHUs) ;utilisation of displacement ventilation methods; efficient heating and cooling distribution via VRF pipework; and efficient lighting and lighting controls.

In addition, it is proposed to incorporate roof mounted Photovoltaics to generate electricity for use in the building. The results from Building Regulations Part L 2013 calculations for the proposed building demonstrated that the above energy efficiency design strategy has the potential to reduce the regulated carbon emissions by at least 6% utilising Low and Zero Carbon (LZC) technologies and so are sufficient to meet the planning requirements.

A 10% improvement over above the Part L 2010 is regarded as equivalent to achieving 6% compliance with Part L 2013 standard, based on the government impact assessment study for the wider sectors. In terms of Part L assessment methodology this translates into comparing Actual and Notional building carbon emissions represented by calculated Building Emission Rating (BER) and Target Emission Rating (TER). In order to achieve minimum compliance, BER figure has to be equal or lower than TER.

This is considered to be an acceptable approach , but it is recommended that this aspect of the scheme is conditioned.

### Climate change

Policy EN8 deals with adaption to climate change .

Aspects of the proposed development have been considered in terms of potential impacts to climate change , and measures put on place to future proof the scheme.

The drainage strategy has been designed for a 1 in 100 year storm with 40% increase for climate change. The office air handling units (AHUs) contain integral heat pumps, meaning that the performance of these is largely driven by the internal return air temperature, rather than the external air temperature. This means that the effects of more extreme external conditions will be lessened by using this strategy. Furthermore, the selected external air source heat pumps are capable of efficient operation within the following external temperatures ranges: ▪ Cooling mode: -5°C Min to 43°C Max, Heating mode: -20°C Min to 15.5°C Max .

This would ensure effective heat pump operation within the below temperature ranges:

The above conditions are considered to allow for continued effective building cooling systems in the event of the predicted average temperature increases within the UK. It is recommended that a condition is attached to any approval to require that the development is implemented in accordance with the measures proposed Environmental and Energy Statement .

### Flood Risk/ Drainage

The application is accompanied by a Flood Risk Assessment and Drainage Strategy.

The site lies within Flood Zone 1 which relates to an annual probability of river flooding of less than 1 in 1000, and the risk from surface water flooding is classified as low to very low.

The far eastern end of the proposed site, however, is noted to be at risk of flooding from reservoirs. However, this is on the extreme edge of the flood risk area, and maximum flood water depth is noted to be <0.3m. In addition to this, reservoirs in the area are under the control of United Utilities and as such are maintained under the 1975 Reservoirs Act to 1 in 10,000 year flow standard. This form of flood risk is considered to be a rare occurrence. It is also noted that the potential development is classified as 'less vulnerable' in accordance with Table 2 of the Flood Risk and Coastal Change Guidance.

The nearest significant natural surface water feature is Corn Brook. The watercourse flows from east to west entering a culvert around 400m north east of the site boundary, the culvert then passes through the adjacent development site approximately 120m to the north east of the application site boundary. At this point the culvert is approximately 2700mm in height and 1800mm in width. Corn Brook then continues (culverted) running westwards below buildings to the north of Bennett Street.

This site was formerly occupied by a tower block, associated surrounding buildings and external hardstanding areas. Previous drainage survey work was carried out which identified that the western half of the site drained via an on site combined drainage system, eventually connecting into the public combined sewer located within Wenlock Way to the south. The eastern half of the site was drained via separate surface and foul water sewers, discharging to the existing offsite building drainage directly to the north. This drainage then continues running northwards and eventually connects into the 300mm diameter public combined sewer located within Bennett Street.

Consideration has been given to the incorporation of a sustainable urban drainage system and the tiered approach has been followed . In the case of this site investigations have found that the site is underlain by shallow made ground deposits which overlie clay deposits . As such it has not been deemed suitable to incorporate drainage methods which would rely on infiltration due to permeability issues. In addition , it is understood that historical uses at the site have resulted in the presence of contamination in the ground. As such incorporation of drainage methods which rely on infiltration could create a risk due to pre-existing ground conditions.

In terms of SUDS measures which do not rely on infiltration, these are typically surface level site features such as pond and swales which can take up large areas of site development. Given the industrial nature of the development and extent of external hardstanding usage, it is understood that the site is not able to accommodate large areas of open green space which would be required to accommodate such SUDS features.

A discharge of surface water to a watercourse has therefore been explored. The closest water course is Corn Brook but this lies 120m beyond the site. However, the drainage which was installed as part of the adjacent site development 'The Outer Space Project' (planning permission ref: 112014/VO/2016/N2) passes close to the north eastern edge of the site boundary. The surveys carried out indicate that invert levels are low enough to allow for a gravity connection into this sewer.

Accordingly, it is proposed to connect post development site surface water drainage indirectly into Corn Brook via the into the existing surface water drain to the north east. It is proposed to discharge via the above noted method via greenfield runoff rates for the development site. This is calculated at 9 l/s, based upon the development site area of 1.4Ha. This restricted flow discharge results in a below ground attenuation volume of approximately 740m<sup>3</sup> based on a 1 in 100 year event including 40% climate change.

Attenuation tanks are proposed with a hydrobrake and oil separator to enable achievement of the flow rate.

A safe emergency access can also be maintained at all times during a 1 in 100 year enhanced flood event.

Flood Risk Management officers have assessed the submitted drainage information, but have identified a number of matters which would need to be clarified, and have therefore recommend that conditions relating to surface water drainage are attached to any approval at this time.

## Ground Conditions

A combined Updated Phase 1 and Phase 2 Geo-Environmental Ground has been submitted to accompany this application. A Phase 1 Geo-Environmental Report (Desk Study) was previously produced for the wider Space Studios Site in 2015. The relevant information from the previous desk study has been summarised within the submitted report.

Based on the site investigation works, the risk to human health and controlled waters is deemed to be low, however, a clean cover system is required across areas of soft landscaping.

Based on previous ground gas monitoring undertaken and that no additional ground gas sources have been identified, the ground gas risk remains low, and no ground gas protection measures are deemed necessary. However, a verification report will be required, following completion of ground works to confirm that no unexpected contamination has been found during below ground construction works, and confirming the validation of the clean recovery system. It is recommended that this aspect of the scheme is conditioned.

An updated report was received in which confirmed that 600mm clean cover would be required to all the areas of proposed soft landscaping. It is therefore proposed to require the scheme to be implemented in accordance with the requirements set out in the updated report.

## Ecology / Biodiversity

Policy EN15 Biodiversity and Geological Conservation requires the protection and enhancement of sites of biodiversity value in line with Manchester's Biodiversity Strategy.

The Ecological Appraisal accompanying the application highlights a number of existing major habitat types, including: Scattered trees, Amenity grassland, introduced shrub, bare ground, hardstanding, and buildings.

The existing site is largely deemed to be of low ecological value. With the scattered trees offering the highest value, some of which are to be retained and protected during the construction. This application is accompanied by a Biodiversity Net Gain Assessment . Overall, the assessment indicates a 100% gain in linear habitats , and a 5.57% gain in area habitats . This would be achieved by the retentions of amenity grassland habitats and tree retention, together with the creation of larger and higher quality areas of native scrub planting across the site . Long term management would also include reduced mowing to allow plants to flower and set seed naturally , providing increased benefits for invertebrates , and in turn birds and bats .

In addition 50 trees are proposed to be planted to offset the loss of trees due to the proposed development, which exceeds the number of trees to be lost . The trees would include native species and would provide nesting opportunities of birds, together with foraging habitats for a wider range of wildlife. A series of new hedges would be planted around the periphery of the wider site, providing both a foraging and a commuting resource for multiple species. This would lead to a biodiversity uplift of the above site which is considered to be acceptable.

In order to safeguard any nesting birds on site it is recommended that a condition be attached to any approval to ensure that any removal of trees takes place outside the bird nesting and bat breeding season.

The nearest designated site is Clayton Vale LNR which is 3km to the north . The site also falls within the impact Risk Zone of the Rochdale Canal SAC and SSSI which lies 7.4km east of the site which is designated for population of Grasswack and Luronium natans .

Records of a brown long eared bat roost is recorded 400m east of the site and two common pipistrelle bat roosts located 950m to the south west of the site.

The report indicates that all trees assessed had negligible bat roosting potential, and that broadleaved scrub habitats would provide suitable cover and foraging habitats for hedgehogs, as such hedgehogs could be potentially be present on site. It is noted that no badger setts were present on site , and no evidence of activity was noted.

In regard to invasive species , small leaved cotoneaster has been identified as being present on site. It is therefore recommended that a condition is attached to any approval to require a treatment plan for the invasive species.

## Trees / Landscaping

Policy DM1 outlines that all development should have regard to green infrastructure including open space, both public and private. Policy EN9 also explains that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. This development includes high quality landscaping around the entire site to create a softer setting within this existing hard landscape.

Mature landscaping on the site is to be retained as far as possible. However, the trees in a line to the south of the existing building which lies to the north of the proposed development would need to be removed ( 8 individual trees and 9 groups of trees). The existing line of trees along Wenlock Way however , is to be extended to and returned around the corner of Kniveton Road creating a visual buffer between the roads/residential buildings and the rear/sides of the proposed building. Additional new landscaping, with native species and low maintenance requirements, is shown on the submitted soft landscape proposals plan and is considered to be acceptable for this development. The scheme includes the planting of 50 new trees, along with

new native shrub planting between the trees, together with a grass seeded area and ornamental shrub planting beds in proximity to the previously built Phase 1 building to the north . The proposed soft landscaping would contribute to the softening of the appearance of the proposed development. It has been confirmed that all landscape features have been designed not to impede natural surveillance or reduce the effectiveness of CCTV.

It is considered that the proposed landscaping at the site has been thought through and provides a good quality and appropriate setting for this good quality development. As it provides good quality green infrastructure to the benefit of this area, the proposals are considered to be in accordance with Policies DM1 and EN9.

The application is accompanied by a landscape management and maintenance plan . It is therefore recommended that reference to the content of this document forms part of a landscaping condition.

### External Lighting

The application is accompanied by an external lighting design note. The proposed lighting scheme relates to the lighting of perimeter walkways to the building, together with the vehicle access point and car park, and has been designed to limit light spill and to reduce the impact on the existing neighbourhood and local ecology. The proposed lighting controls the lighting levels can be adjusted to accommodate differing lighting levels required for the times of day/night, and the luminaires can be turned off when the building is unoccupied. It is recommended that a condition is attached to any approval to require detailed designs of the lighting columns (including height ) and location of the proposed bulk head lighting to be located on the proposed building be submitted for consideration prior to installation.

### Highways and Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

Vehicular access to the site is provided via the existing entrance to The Space Project at the junction of Vaughan Street and Bennett Street.

Cars are admitted from Vaughan Street onto the site by a security guard in the security cabin. The existing internal road configuration allows for segregation of cars and service delivery vehicles. Cars will be directed to the existing parking area and towards the correct building entrance for either the Space Project or the Outerspace Project accordingly. 16 existing car parking spaces would be relocated, together with an additional 121 car parking spaces provided , giving an overall total of off street 137 spaces available along with 68 cycle parking spaces. Within the parking provision proposed, 7 spaces would be available for disabled users , and 14 spaces would be provided with electric vehicle charging points .

Service delivery vehicles to the Space Project stages 1-5 currently enter via the Vaughan Street entrance and are directed west along a service access road. Similarly, service vehicles associated with the Outerspace Project enter from Vaughan Street and are segregated from the main vehicular traffic, but directed east to access the stage and prop store/set build via an access controlled barrier to the north service yard.

Servicing of the stage buildings is proposed from the east and west of the proposed building, which allows vehicles to manoeuvre without impacting upon site traffic movements. Tracking assessments have been submitted in order to demonstrate that these vehicles are able to safely

manoeuvre through the site, and that the sound stage elements of the proposed building can be serviced in accordance with operator requirements. The proposed landscaping strip would contribute to the screening this servicing activity from the residential properties located on Wenlock Way.

Existing pedestrian access to the site is limited to the site entrance on Vaughan Street. Pedestrian access to the Outerspace Project utilises the existing access. Access to the site would remain as existing.

Cyclists can enter the site from Vaughan Street. Once on site, cyclists currently have access to cycle parking in two locations, either at the existing facilities at the Space Project main building entrance or the new cycle hoops located adjacent to the Block 1 principal entrance. The provision of 68 cycle spaces is intended to accommodate the parking requirements of the proposed development (38 new spaces), and also replace the 30 existing cycle parking spaces that are currently provided on the site. The rationalisation and improvement of cycle parking provision will help to enhance the attractiveness of cycling to the site for new and existing employees.

The site can be accessed by public transport with Ashbury Station located 660m from the site on Pottery Lane, with bus services on both Kniveton Road, Wenlock Way, and Bennett Street.

A framework travel plan forms part of the Transport Strategy with references being made to the adoption of a Travel Plan, and it is recommended that this aspect of the scheme is conditioned.

An analysis in the submitted Transport Statement compares the traffic generation of the proposed development against the development which formerly occupied the site, based upon Class E and B8 land use types. The analysis concluded that the proposed development is forecast to result in a reduction in AM and PM peak hour traffic flows compared with the former use. A further assessment was then undertaken considering the traffic generation of a more analogous film studios type use. This echoed an approach previously accepted by the highway authority in the assessment of the Phase 2 Outerspace development. From this more realistic assessment it was concluded that the proposed development would result in a significant reduction in traffic flows compared to the site's previous use. A capacity assessment was also undertaken of the Space Studios site access junction with Vaughan Street. This confirmed that the junction would continue to operate within capacity following the proposed development, even allowing for the application of very robust development traffic flows.

Overall, it is therefore considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also be adequately met at the site. It is not considered that the scheme will cause any detriment to current levels of pedestrian and highway safety and that the proposals will not result in overspill parking within the wider area. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

## Noise

A detailed acoustic report has been provided in support of this application which principally considers the noise insulation requirements for the building. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to

significant adverse impacts on health and quality of life as a result of new developments. The Noise Assessment completed by Hoare Lea to accompany the application has been carried out to determine the existing background sound levels in the vicinity of the application site and any surrounding noise sensitive premises. The main sources of noise from the development are considered to be noise emissions from the stage, workshops and offices, any operational plant, and the comings and goings of associated vehicles. The report states that no amplified music, live audience events or high level reproduced sound is to be pursued within the proposed Sound Stages. In the wider area the noise climate comprises road traffic along Wenlock Way, inclusive of regular buses driving by, stopping and pulling away from bus stops, with less dominant noise sources comprising residual road traffic noise from the local road network, aircraft overhead, and pedestrian activity.

The report suggests that the internal noise breakout from the workshop areas would be controlled to acceptable levels provided the façade elements meet the minimum sound insulation specifications detailed in the acoustic report. It is therefore proposed that this aspect of the scheme is conditioned.

The servicing of this site will be completed as existing by taking specific routes through the local industrial area and not through the residential areas of this neighbourhood. Other conditions have been included to protect the amenity of residents living close to this site. Therefore, it is not considered that this proposal will have a detrimental impact on the residential amenity currently enjoyed by the surrounding occupants.

Therefore, on this basis, provided that construction activities are carefully controlled and the building and plant equipment and ancillary facilities are appropriately insulated, the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

## Ventilation

The proposed Phase 3 building has been designed for high quality TV recording studios and support spaces for the Space Studios site. Therefore, close control of the building's internal environment is required. A fully mechanical ventilation system is therefore proposed, with each stage and the first floor office being served by 4No. (total) supply and extract Air Handling Unit's (AHU) located on the lower roof within the provided plant enclosure,

The supply rate of fresh air will be demand controlled using feedback from temperature and carbon dioxide sensors distributed around the building. The ventilation systems to the stage of office areas will primarily be controlled on the basis of maintaining the desired temperature setpoints within each area. In addition, CO2 control will also be present to ensure adequate rates of fresh air are delivered to each of the occupied zones.

In order to reduce any impacts to local residents and neighbouring buildings the scheme has been designed to ensure all ventilation systems do not exhaust onto any neighbouring buildings or locations where people are likely to be present (this is typically by exhausting at roof level where possible), and installing noise attenuation equipment on ventilation plant in order to comply with the acoustic criteria. It is proposed to condition the aspect of the scheme relating to noise attenuation.

## Waste Management

The refuse generated from this part of the development will be stored in the existing bin storage facilities within phases 1 and 2 of the development. The proposed building waste storage facilities are based on the existing site facilities and have been calculated following MCC Waste storage and collection guidance for new developments Appendix C as;

- 02no. 1100l general waste
- 01no. 1100l paper recycling
- 01no. 1100l metal/plastics recycling

General waste will be collected twice per week and recycling once per week, as per the existing waste collection schedule. An existing waste management area is located to the west of the site to serve the existing buildings. An area of hard standing for the location of skips, should they be required, is sited between existing Block 2 and 3 and also to the north west corner of Phase 1. The management team have reviewed this provision and confirmed this meets their operational requirements. It is proposed to condition this aspect of the scheme.

## Residential Amenity

It is acknowledged that there are existing residents living to the south of Wenlock Way in recently built by Keepmoat Developments, and there would be an increase in the amount of development on the site. However, it is considered that this cleared vacant area of the wider recently developed site currently constitutes a low visual and amenity value, so the redevelopment would improve the visual appearance of the site to the benefit of this key regeneration area on a main radial route into the City Centre.

The new buildings has been designed and sited to reduce the overlooking, overshadowing and overbearing impact on Wenlock Way and Knievton Road around the site and landscaping strips within substantial tree planting will bound the site to again any potential impact on the amenity of adjacent residents. The height of the stage is 16.3m high (similar to the recently built sound stages to within the east of the site near to Wenlock Way), however it has been located away from the site boundaries with existing residential properties. It has been considered that in this inner city urban area, there is a reasonable distance between the existing residential accommodation, their windows and the new development and as such, these impacts are not unduly harmful to outweigh the redevelopment of the site the contribution this proposal can make to the ongoing regeneration of this area of the City.

Therefore, it is considered that this site will benefit from a well designed good quality building, and that the development will not create a significant adverse and harmful impact on the outlook experienced from the residential property windows. The minor impact on some of these properties will be outweighed by the significant improvement to the environment within this immediate area. Therefore, it is considered that the proposals are in accordance with Policy DM1 of the Core Strategy.

## Boundary Treatment

The existing 3m high black coloured weldmesh treatment to Wenlock Way and Knievton Road would be retained.

## Security

As part of the earlier phase of development approved at the site , a site wide security strategy was adapted and approved by GMP was being implemented. An additional security cabin was being installed at the main entrance point, and the boundary treatments around the site were being replaced or improved where necessary . Furthermore, it was confirmed that the earlier phase building would have a Secured by Design compliant specification.

This application is accompanied by a Crime Impact Statement prepared by GMP Design for Security officers . This states that the layout is considered to be acceptable provided that the existing perimeter boundary treatment is to be retained, made good and protected where required; that consideration should be given to removing the gates on Wenlock Way and on Knievton Road if they are no longer required; that secure and robust systems to control access

into and around the site and to the proposed building; with secure treatment of the proposed parking area (including surface treatment and lighting ) and the extension of the existing monitored CCTV system to cover the new building and parking areas.

Whilst it is considered that the proposals are satisfactory in terms of security, it is recommended that any approval has a condition attached requiring the implementation the proposed security measures and the achievement of secure by design accreditation.

## TV and Radio Reception

The application is accompanied by a TV and Radio Reception assessment, which has been undertaken to determine the potential effects on the local reception of television and radio broadcast services from the proposed Space Studios.

The report assesses impacts to the reception of VHF (FM) radio, digital terrestrial television (also known as Freeview) and digital satellite television services (such as Freesat and Sky). Impacts to the reception of analogue television services were not included in the study on the basis that analogue terrestrial television services were switched off in Manchester (Granada TV region) during 2009 and throughout the rest of the UK by 2012.

The report concludes that due to the existing excellent coverage and the robust nature of reception conditions in any theoretical signal shadow zone, the proposed development is not expected to impact the reception of digital terrestrial television (also known as Freeview) services. Furthermore, that due to lack of viewers and satellite dishes in any theoretical signal shadow zone, the proposed development would not cause any interference to local digital satellite television reception, such as Freesat and Sky.

In addition the authors of the report have concluded that proposed development is unlikely to adversely impact the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the technology used to encode and decode radio signals.

In view of the content of the submitted report it is considered that the proposed development is unlikely to cause any interference to the reception of any television or radio broadcast platform. As such, no mitigation measures are required in regard to TV and Radio Reception

## **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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

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

**Recommendation:** Approve

## Article 35 Declaration

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

### Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

Planning Statement dated November 2021 ref: 2021-036 ;

Transport Statement November 2021;

Environmental Standards and Energy Statement dated 8 November 2021 ref: 0048853  
Revision 01

External Lighting Statement dated 5 November 2021 ref: 0048853 Revision 01

Space Studios Phase 3 RIBA Stage 2 MEP Report ref: SS3-BHE-XX-XX-RP-N-1001 **0048355**  
5 November 2021, Revision P02 ( notwithstanding the internal floor layout shown) ;

Flood Risk and Drainage Strategy Statement Doc No: SPC-INT-ZZ-00-RP-DC-1000 ( including  
Drawing ref: 0501 Rev.P02 ( External Drainage GA) ; 0601 Rev.P02 ( External Levels GA)  
notwithstanding internal layout of building ) ;

Crime Impact Assessment Version A 08.06.2021 reference :2015/1088/CIS/02

Landscape Management and Maintenance Plan August 2021;

Arboricultural Impact Assessment November 2021;

Biodiversity Net Gain Assessment July 2021;

Preliminary Ecology Appraisal June 2021;

Television and Radio Impact Assessment ;

Space Studios Phase 3 Ventilation Statement ref: 0048853 5 November 2021 Revision 00;

Acoustics Planning Report ref: Revision 00 – 06 July 2021;

SITE LOCATION PLAN ref: SPC - S4 - PRP - ZZZ - RF - DR - A – 002000 rev.P01;

Demolition plan ref: SPC -S4 - PRP - ZZZ - RF - DR - A – 002002 rev.P01;

EXISTING SITE PLAN plan ref: SPC – S4- PRP - ZZZ - RF - DR - A – 002001 rev.P01;

EXISTING SITE ELEVATIONS plan ref: SPC -S4- PRP - ZZZ - DR - DR - A – 002010 rev.P01;

EXISTING & PROPOSED ELEVATION PHASE 1 - SOUTH ELEVATION plan ref:SPC-PRP-  
ZZZ-ZZ-DR-A-002420 rev. P01;

GENERAL ARRANGEMENT PLAN ref: UG\_893\_LAN\_GA\_DRW\_001 rev.P06;

SOFT LANDSCAPING PLAN ref: UG\_893\_LAN\_SL\_DRW\_002 rev.P02;

Received 24<sup>th</sup> November 2021;

Data to support the Biodiversity Net Gain Assessment received 18<sup>th</sup> February 2022.

Space Studios Phase 3 Design and Access Statement;

PROPOSED SITE PLAN - ROOF LEVEL plan ref: SPC - S4 - PRP - ZZZ - RF - DR - A – 002101 rev.P04;

PROPOSED SITE PLAN - GROUND FLOOR LEVEL plan ref: SPC - S4 - PRP - ZZZ - GF - DR - A – 002102 rev.P04 ;

PROPOSED SITE ELEVATIONS plan ref: SPC -S4 - PRP - ZZZ - ZZ - DR - A – 002110 rev.P03;

PROPOSED GROUND AND FIRST FLOOR PLANS ref: SPC -S4 - PRP - ZZZ - ZZ - DR - A – 002201 rev.P03;

PROPOSED PLANT AND ROOF PLANS plan ref :SPC -S4 - PRP - ZZZ - ZZ - DR - A – 002202 rev.P03;

PROPOSED SECTIONS plan ref :SPC -S4 - PRP - ZZZ - ZZ - DR - A – 002221 rev.P02;

Received 15<sup>th</sup> February 2022.

PROPOSED ELEVATIONS plan ref :SPC -S4 - PRP - ZZZ - ZZ - DR - A – 002211 rev.P04;

Received 8<sup>th</sup> March 2022.

Ecological calculations spreadsheet regard Biodiversity Net Gain Assessment received 11<sup>th</sup> March 2022;

Combined Updated Phase 1 and Phase 2 Geo-Environmental Ground Investigation – Build Phase 3 Space Studios revision A received 15<sup>th</sup> March 2022.

Agent email 16.03.2022 confirming the refuse generated from this part of the development will be stored in the existing bin storage facilities within phases 1 and 2 of the development.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Manchester Core Strategy( 2012).

3) The development hereby approved shall be constructed in the following materials in accordance with the Design and Access Statement completed by PRP Architects (February 2022) and the drawing numbered 02110 Rev P03 and 02211 Rev P04 received by the Local Planning Authority on 8th March 2022 to match the existing buildings in previous phases of Space Studios . Including the following materials;

P.P.C. Sinusoidal Metal Cladding

Blue Engineering Brickwork

P.P.C Insulated Sectional Overhead Door

P.P.C Acoustic Sliding Doors

P.P.C Ventilation Louvres

P.P.C Silicone Jointed Curtain Walling

The development shall be constructed only using the approved materials. Other than those listed above, the samples and specifications of any additional materials to be used on the external elevations of the development should be submitted to and approved in writing by the

City Council as local planning authority prior to their use on the development hereby approved. The development shall then be constructed only using the approved materials.

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 Manchester Core Strategy (2012) .

4) a) The development hereby approved shall be constructed in accordance with the following document: Combined Updated Phase 1 and Phase 2 Geo-Environmental Ground Investigation – Build Phase 3 Space Studios revision A received 15<sup>th</sup> March 2022.

b) When the development commences, the development shall be carried out in accordance with the approved 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 development.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012) .

5) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason- To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy (2012) , and NPPF and NPPG.

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

Those details shall include:

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

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 EN8 and EN14 of the Manchester Core Strategy (2012) , and NPPF and NPPG.

7) Prior to the commencement of the development a detailed demolition and 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:-

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

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

8) The development hereby approved shall be completed and operated in accordance with the Framework Travel Plan in Appendix B of the Transport Statement completed by Vectos received by the Local Planning Authority on the 24th November 2021.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above, and includes the monitoring of the usage of the Electric Vehicles charging points, shall be submitted to and approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

9) The development hereby approved shall be constructed in accordance with plan ref: soft landscaping UG\_893\_LAN\_SL\_DRW\_002 rev.P02 and General Arrangement plan UG\_893\_LAN\_GA\_DRW\_001 rev.P06 received by the City Council, as Local Planning Authority on 24<sup>th</sup> November 2021 in relation to the provision of secure cycle storage for the development.. Finalised colouration of the proposed cycle stands shall be submitted and approved by the City Council as local planning authority prior to the installation of the cycle stands The space and

facilities shown on the approved plan shall then be retained and permanently reserved for bicycle parking while the building is occupied.

Reason - To ensure that adequate provision is made for bicycle parking so that persons working or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T2 and DM1 of the Manchester Core Strategy (2012) .

10) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new building hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012) .

11) The electric vehicle charging points shall be implemented in accordance shown on PROPOSED SITE PLAN - GROUND FLOOR LEVEL plan ref: SPC - S4 - PRP - ZZZ - GF - DR - A – 002102 rev.P04 . Finalised details of the technical specification of the electric changing points to be installed within the car park (together with the infrastructure, ducting and capacity), shall be submitted to and approved in writing by the City Council as local planning authority, prior to installation.

The development shall be implemented in accordance with the approved details, prior to the building hereby approved being brought into use, and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Core Strategy for Manchester .

12) The approval hereby granted is for a restricted use only in relation to TV/Film production with no audiences.

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).

13) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement dated 8 November 2021 ref: 0048853 Revision 01 received by the City Council, as Local Planning Authority, on the 24th November 2021. 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.

14) The development hereby approved shall be carried out in accordance with the measures in section 4 of the Crime Impact Assessment Version A 08.06.2021 reference :2015/1088/CIS/02 received by the City Council, as Local Planning Authority on the 24th November 2021. 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 that the recommended security measures have been fully installed at the development.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

15) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on plan ref: soft landscaping UG\_893\_LAN\_SL\_DRW\_002 rev.P02 and General Arrangement plan UG\_893\_LAN\_GA\_DRW\_001 rev.P06 received by the City Council, as Local Planning Authority on 24<sup>th</sup> November 2021 shall be implemented not later than 12 months from the date of commencement of works.

The implemented soft landscaping scheme shall be maintained accordance with the Landscape management and maintenance plan dated August 2021 received on 24th November 2021.

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 Manchester Core Strategy (2012).

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 Manchester Core Strategy (2012).

16) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and

the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

18) No trees shall be felled, or have any works undertaken on them, during the bird nesting and bat breeding seasons (March to September inclusive).

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Manchester Core Strategy (2012) and National Planning Policy Framework.

19 ) Prior to the commencement of development an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of invasive plant species ( including small leaved cotoneaster ) on site . The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of invasive species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012)

20) The development hereby approved shall be implemented in full accordance with the content of the planning agent's email 16.03.2022 , and the waste arrangements detailed in the Design and Access Statement received on 24<sup>th</sup> November 2021.

These arrangements shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. Any changes to the approved Waste Management Strategy shall be submitted to and approved in writing by the City Council as Local Planning Authority.

Reason - In the interests of amenity and public health, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

21) This permission does not relate to or give consent for the advertisements/signs as shown on any of the approved plans or documents submitted to the City Council.

Reason - For the avoidance of doubt and in the interests of visual amenity, pursuant to policies SP1 or DM1 of the Manchester Core Strategy (2012).

22) a) The proposed building hereby approved shall be constructed, acoustically insulated and operated in accordance with the Acoustics Planning Report ref: Revision 00 dated 06 July 2021; completed by Hoare Lea Acoustics received by the Local Planning Authority on the 24<sup>th</sup> November 2021 in order to limit the noise outbreak from the site. The recommended acoustic insulation measures shall be fully installed prior to the first use of the buildings hereby approved and retained and maintained for as long as the buildings are occupied.

b) Once the development is completed and prior to the first use of the development hereby approved, an acoustic assessment of the completed development shall be submitted for approval in writing by the City Council, as Local Planning Authority. If further mitigation measures are identified and necessary for installation, such measures shall then be implemented prior to the first use of the buildings and thereafter be retained and maintained in accordance with such agreed details.

Reason - In the interest of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

23) a) The externally mounted ancillary plant, equipment and servicing hereby approved shall be constructed, acoustically insulated and operated in strict accordance with Acoustics Planning Report ref: Revision 00 dated 06 July 2021; completed by Hoare Lea Acoustics received by the Local Planning Authority on the 24<sup>th</sup> November 2021 in order to limit the noise outbreak from the site. The recommended acoustic insulation measures shall be fully installed prior to the first use of the external equipment hereby approved and retained and maintained for as long as the buildings are occupied.

b) Once the development is completed and prior to the first use of the development hereby approved, an acoustic assessment of the installed externally mounted ancillary plant, equipment and servicing at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. If further mitigation measures are identified and necessary for installation, such measures shall then be implemented and thereafter be retained and maintained in accordance with such agreed details.

Reason - In the interest of residential amenity, pursuant to policies SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

24) Waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

25a) Before the use hereby approved commences finalised details of the location of lighting to the car park area (including height and detailed design of the columns ) and location of the proposed bulk head lighting to be located on the proposed building be submitted to and approved in writing by the City Council as local planning authority .

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

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

26) The development hereby approved shall be implemented in accordance with the measures the Biodiversity Net Gain Assessment July 2021 received 24<sup>th</sup> November 2021, and Ecological calculations spreadsheet regard Biodiversity Net Gain Assessment received 11<sup>th</sup> March 2022.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

## **Informative**

MCC records highlight that the underground Corn Brook is located within close proximity to the site (approximately 80 m to the north of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

## **Appendix 1 – List of consultees & neighbours notified**

Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Greater Manchester Police  
United Utilities Water PLC  
Greater Manchester Ecology Unit

32 Wenlock Way, Manchester, M12 5TG  
2 Kelsall Street, Manchester, M12 5GU  
28 Wenlock Way, Manchester, M12 5TG  
30 Wenlock Way, Manchester, M12 5TG  
5 Skarratt Street, Manchester, M12 5NF  
7 Skarratt Street, Manchester, M12 5NF  
1 Skarratt Street, Manchester, M12 5NF  
46 Wenlock Way, Manchester, M12 5TG  
40 Wenlock Way, Manchester, M12 5TG  
34 Wenlock Way, Manchester, M12 5TG  
48 Wenlock Way, Manchester, M12 5TG  
50 Wenlock Way, Manchester, M12 5TG  
Flat 14, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Unit B1, 135 Bennett Street, Manchester, M12 5BW  
Unit A, 135 Bennett Street, Manchester, M12 5BW  
5 Whitestone Road, Manchester, M12 5TZ  
3 Whitestone Road, Manchester, M12 5TZ  
135 Bennett Street, Manchester, M12 5BW  
12 Vaughan Street, Manchester, M12 5FQ  
Flat 18, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
56 Wenlock Way, Manchester, M12 5TG  
58 Wenlock Way, Manchester, M12 5TG  
6 Whitestone Road, Manchester, M12 5TZ  
Flat 2, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 16, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 11, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 1, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 4, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 10, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
35 Beastow Road, Manchester, M12 5GS  
29 Beastow Road, Manchester, M12 5GS  
4 Whitestone Road, Manchester, M12 5TZ  
9 Gregory Street, Manchester, M12 5BE  
5 Gregory Street, Manchester, M12 5BE  
Flat 7, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
37 Beastow Road, Manchester, M12 5GS  
54 Wenlock Way, Manchester, M12 5TG  
Flat 15, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
153 Bennett Street, Manchester, M12 5BW  
7 Gregory Street, Manchester, M12 5BE  
Flat 9, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 6, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Approved Hydraulics, Bennett Street, Manchester, M12 5AU  
151 Bennett Street, Manchester, M12 5BH

113 Vaughan Street, Manchester, M12 5DU  
THE BEST REST BEDS UK LIMITED, Cumber House, 127 - 129 Bennett Street, Manchester, M12 5BW  
62 Wenlock Way, Manchester, M12 5TG  
52 Wenlock Way, Manchester, M12 5TG  
1C Wenlock Way, Manchester, M12 5WH  
22 Ashover Avenue, Manchester, M12 5FW  
15 Beastow Road, Manchester, M12 5GS  
5 Kelsall Street, Manchester, M12 5GU  
60 Wenlock Way, Manchester, M12 5TG  
36 Wenlock Way, Manchester, M12 5TG  
Unit 3B, Cumber House, 127 - 129 Bennett Street, Manchester, M12 5BW  
Unit 3A, Cumber House, 127 - 129 Bennett Street, Manchester, M12 5BW  
30 Reabrook Avenue, Manchester, M12 5LL  
Flat 13, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
43 Beastow Road, Manchester, M12 5GS  
64 Wenlock Way, Manchester, M12 5TG  
Shovlin Plant Hire, Bennett Street, Manchester, M12 5AP  
Shovlins, Bennett Street, Manchester, M12 5AQ  
1 Beastow Road, Manchester, M12 5GS  
25 Beastow Road, Manchester, M12 5GS  
23 Beastow Road, Manchester, M12 5GS  
21 Beastow Road, Manchester, M12 5GS  
Greater Manchester Recovery, Bennett Street, Manchester, M12 5AQ  
Unit 5, Cumber House, 127 - 129 Bennett Street, Manchester, M12 5BW  
10 Whitestone Road, Manchester, M12 5TZ  
8 Whitestone Road, Manchester, M12 5TZ  
19 Beastow Road, Manchester, M12 5GS  
17 Beastow Road, Manchester, M12 5GS  
13 Beastow Road, Manchester, M12 5GS  
1 Kelsall Street, Manchester, M12 5GU  
66 Wenlock Way, Manchester, M12 5TG  
7 Kelsall Street, Manchester, M12 5GU  
3 Kelsall Street, Manchester, M12 5GU  
9 Kelsall Street, Manchester, M12 5GU  
Manchester Climbing Centre, Bennett Street, Manchester, M12 5BD  
Bennet Street Warehouse (Fujitsu), Wenlock Way, Manchester, M12 5AQ  
Unit 2, Cumber House, 127 - 129 Bennett Street, Manchester, M12 5BW  
6 Kelsall Street, Manchester, M12 5GU  
4 Kelsall Street, Manchester, M12 5GU  
8 Kelsall Street, Manchester, M12 5GU  
18 Ashover Avenue, Manchester, M12 5FW  
24 Ashover Avenue, Manchester, M12 5FW  
20 Ashover Avenue, Manchester, M12 5FW  
26 Ashover Avenue, Manchester, M12 5FW  
9 Beastow Road, Manchester, M12 5GS  
10 Kelsall Street, Manchester, M12 5GU  
3 Beastow Road, Manchester, M12 5GS  
7 Beastow Road, Manchester, M12 5GS  
5 Beastow Road, Manchester, M12 5GS  
11 Beastow Road, Manchester, M12 5GS  
36 Ashover Avenue, Manchester, M12 5FW  
3 Wenlock Way, Manchester, M12 5WH  
9 Wenlock Way, Manchester, M12 5WH

5 Wenlock Way, Manchester, M12 5WH  
7 Wenlock Way, Manchester, M12 5WH  
32 Ashover Avenue, Manchester, M12 5FW  
28 Ashover Avenue, Manchester, M12 5FW  
30 Ashover Avenue, Manchester, M12 5FW  
34 Ashover Avenue, Manchester, M12 5FW  
29 Reabrook Avenue, Manchester, M12 5LL  
25 Reabrook Avenue, Manchester, M12 5LL  
27 Reabrook Avenue, Manchester, M12 5LL  
22 Wenlock Way, Manchester, M12 5TG  
44 Wenlock Way, Manchester, M12 5TG  
41 Beastow Road, Manchester, M12 5GS  
2 Whitestone Road, Manchester, M12 5TZ  
1 Gregory Street, Manchester, M12 5BE  
24 Wenlock Way, Manchester, M12 5TG  
3 Skarratt Street, Manchester, M12 5NF  
42 Wenlock Way, Manchester, M12 5TG  
31 Beastow Road, Manchester, M12 5GS  
Unit B, 135 Bennett Street, Manchester, M12 5BW  
1 Whitestone Road, Manchester, M12 5TZ  
Flat 8, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
33 Beastow Road, Manchester, M12 5GS  
9 Whitestone Road, Manchester, M12 5TZ  
Flat 12, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
26 Wenlock Way, Manchester, M12 5TG  
38 Wenlock Way, Manchester, M12 5TG  
39 Beastow Road, Manchester, M12 5GS  
Unit C, 135 Bennett Street, Manchester, M12 5BW  
7 Whitestone Road, Manchester, M12 5TZ  
3 Gregory Street, Manchester, M12 5BE  
Flat 5, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 3, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
Flat 17, Marryat Court, 10 Gregory Street, Manchester, M12 5BD  
27 Beastow Road, Manchester, M12 5GS

## **Appendix 2 – Planning constraints**

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4  
Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3  
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M  
Coal Authority - Development Low Risk - Name: DEVELOPMENT\_LOW\_RISK\_AREA  
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface  
Susceptible to Surf Water Flood (Less) -  
Susceptible to Surf Water Flood (Less) -  
Area Team Boundary - Name: NORTH2