



Paul Butler Associates
Planning, Development & Heritage Consultants

Victor (M1) Ltd

The Stables

Planning & Heritage Statement

21 December 2021

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Our professional staff are Members of the Royal Town Planning Institute (RTPI) or the Chartered Institute for Archaeologists (CIfA)

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1. Introduction

Purpose of this Statement

- 1.1 This Planning and Heritage Statement has been prepared by Paul Butler Associates on behalf of the applicant, Victor (M1) Ltd. The statement is submitted in support of a full application in relation to land to the south of The Stables, Paradise Wharf, Ducie Street, Manchester, M1 2JN (hereafter referred to as 'the site').
- 1.2 The application comprises the redevelopment of the site through the creation of four townhouses with integrated car / cycle parking, recessed balconies and rooftop terraces.
- 1.3 This planning and heritage statement will provide an overview of the development proposals, summarise the results of the various technical studies and assess the proposals against adopted national and local planning policy.

Documents submitted with the Planning Application

- 1.4 The planning application is accompanied by a series of drawings prepared by Corstorphine + Wright Architects and the following documents in line with Manchester City Council's validation checklist. The application requirements were also confirmed with Manchester City Council at the pre application stage.

Supporting Documents

- Application form and completed ownership certificates (prepared by Paul Butler Associates)
- Design and Access Statement (prepared by Corstorphine + Wright Architects)

- Planning and Heritage Statement including Blue and Green Infrastructure Statement, Statement of Community Involvement (prepared by Paul Butler Associates)
- Waste Management Strategy (prepared by Paul Butler Associates)
- Landscape Plans (prepared by Corstorphine + Wright Architects)
- Ecology Assessment (prepared by Rachel Hacking Ecology)
- Arboricultural Survey (prepared by Murray Tree Consulting)
- Noise Impact Assessment (prepared by dBx Acoustics)
- Air Quality Assessment (prepared by Redmore Environmental)
- Daylight and Sunlight Report (prepared by GIA)
- Phase 1 Preliminary Risk Assessment (prepared by Clancy Consulting)
- UXO Desk Study & Risk Assessment (prepared by Zetica)
- Flood Risk and Drainage Strategy Report (prepared by Clancy Consulting)
- Archaeological Desk Based Assessment (prepared by Paul Butler Associates)
- Lighting Proposals (prepared by Clancy Consulting)

Structure of this Statement

1.5 The remainder of this statement is structured as follows:

- Section 2 provides a description of the site and surrounding area including a review of the planning history;
- Section 3 presents the proposed development for which planning permission is sought;

- Section 4 outlines the pre-application consultation undertaken with the local community, stakeholders and the local planning authority;
- Section 5 sets out the planning policy framework relevant to the site and the proposed development;
- Section 6 provides an assessment of the scheme against the development plan and considers the material planning considerations, including heritage; and
- Section 7 provides a summary of the overall case for granting planning consent.

2. Site and Surrounding Area

Application Site

- 2.1 The application site relates to land to the south of The Stables, Paradise Wharf, Ducie Street, Manchester, M1 2JN. The broadly triangular site is bounded by the accessway to the adjacent Stables building, the Whittles Croft Wharf development, Paradise Walk, and the Ashton Canal. The Grade II Listed Stables building is located immediately north of the site, with an external staircase on its southern elevation. The character of the area is mixed, comprising residential, small scale office, and light industrial uses, although other uses are also present.



Figure 2.1: Site Location / Surroundings – Approximate Site Boundary in Red

- 2.2 The site is approximately 0.04 hectares in size and comprises hard standing for access and car parking, along with a small seating / terrace area at its south eastern extent, adjacent to the tow path. The Stables building has been sensitively refurbished for office use. The Listed Junction Works building to the north has been converted for residential use, and modern residential-led development is located to the west and south.

- 2.3 The south east corner of the site is enclosed by an archway and wall (see figure 2.4) which appear to have formed part of a previous stage of development at the site. The archway gate is however locked with no public access through the site.



Figure 2.2: Listed Stables Block in foreground. Listed Junction Works Building to rear.



Figure 2.3: The site – looking east.



Figure 2.4: View of Grade II* Listed Viaduct



Figure 2.5: Site from tow path looking west.

- 2.4 Preliminary historic map regression (appendix 1) has confirmed that the site was previously developed from at least 1851 up to around 1922. The 1851 OS Map identifies a 'General Wharf and Storage' building which includes / covers the site. The part of the building which covers the site may have been open at the sides, but providing cover as canal boats were loaded / unloaded. Reference to the 1891 OS Map suggests that a narrow canopy now extended over the Ashton Canal at the perimeter of the site, to provide additional cover. Whilst the buildings appear to still occupy the site during the early part of the 20th Century, by 1922 they have been removed in part, and by the 1950s, the site appears to have been

cleared. The site may have remained in this condition since, although a high scale OS Map in 1993 may suggest there was a structure in place at this time. The hardstanding and patio now present within the site are likely to have been installed when the Stables Block was converted for office use during the 1990s.

- 2.5 The site is located in Flood Zone 1 [i.e. land assessed as having a less than 1 in 1,000 annual probability of flooding]. As identified on Manchester City Council's interactive proposals map, the site is located within the boundary of the City Centre and the Regional Centre of the City.
- 2.6 The site is not within a Conservation Area, the nearest being the Stevenson Square Conservation Area which is approximately 250m to the west at its closest point.



Figure 2.6: Nearby Listed Buildings (identified as blue triangles)

- 2.7 The site itself is however directly adjacent to a Grade II Listed Building known as 'The Stables', which is identified on the Statutory List (Ref: 1200857) as 'Stable Block to South East of Junction Works at Paradise Wharf'. The building's listing identifies it as early to mid 19th Century, and as well as noting the building's physical features, decoration and materials, also identifies it as having been Listed on the basis of its 'group value' (presumably due to its proximity and relationship with the Junction Works building to the north, and the nearby canal-related infrastructure). The building's full listing is included at Appendix 2.

- 2.1 There are additional listed buildings and structures within close proximity to the site, these include:
- 2.2 **Former Junction Works at Paradise Wharf (Grade II) Ref: 1217852:** This building is to the immediate north of the site, fronting Ducie Street and has now been converted into residential use. The Listing identifies the building as early to mid 19th Century, and in addition to its structural form, design features, and use of materials, notes that the building forms a group with the former stable block to the south east.



Figure 2.7: Grade II Listed Junction Works



Figure 2.8: View east from Grade II* Listed Aqueduct

- 2.3 **Store Street Aqueduct (Grade II*) Ref: 1270666:** This canal aqueduct is located to the south east of the site, further along the Ashton Canal tow path which the site overlooks. The Listing dates it as having been constructed in c.1794-99 and as being approximately 70m in length. The Listing notes that the structure is 'probably one of the earliest canal aqueducts with a skewed arch'.

Planning History

- 2.4 Further to analysis of Manchester City Council (MCC)'s Planning Application Database, the planning history relating to the site and its immediate surroundings, and which is of note is provided in the table below:

Reference	Address	Proposal	Decision
032539	Paradise Wharf, Ducie Street, Piccadilly	Change of use from a warehouse and stable building into studio offices with canal side bistro and wine bar, with on site parking.	Approved 26/10/88
050139	The Stables, Paradise Wharf, Ducie Street	LISTED BUILDING CONSENT Use of premises for copy services (class A2) with elevational alterations	Approved 14/08/96
058797	Land at Paradise Wharf	Mixed use development comprising 52no. apartments, offices and cafe/bar/restaurant	Approved 06/07/00
060629	Paradise Wharf, Ducie Street	RESERVED MATTERS APPLICATION Mixed use development comprising residential and retail/A3 use approved in outline under ref.058797	Withdrawn 20/11/00
060863	Paradise Wharf, Ducie Street	Mixed use development including the erection of two new buildings and the conversion of an existing building into 101 apartments with retail and bar/restaurant	Approved 07/08/01
060630	Junction Works, Paradise Wharf, 40 Ducie Street	LISTED BUILDING CONSENT for alterations to vacant warehouse, including demolition of staircases, to convert the building into residential use	Approved 07/08/01
064366	Paradise Wharf, Ducie Street	Mixed use new build and refurbishment of residential and retail/A3 development including 114 flats	Approved 24/05/02
077548	Jutland House 1-57 Jutland Street	Use of the lower ground floor unit for A1(Shop), or A3 (Restaurant and Cafe), or B1 (Business)	Approved 18/01/06

Table 2.1: Site and Surroundings Planning History

- 2.5 The planning history search provides a useful insight into the recent history of the Paradise Wharf complex. It is significant that there have been a number of approvals for residential development at Paradise Wharf, which indicates that residential development of the site will be appropriate in this location.

The Surroundings

- 2.6 The site is located in the City Centre, and the surrounding uses are mixed in nature. Nearby uses include residential, office, commercial, and surface car parking.

3. Description of Development

The Proposed Scheme

- 3.1 The applicant seeks full planning permission for the creation of four townhouses with integrated car / cycle parking, recessed balconies and rooftop terraces. Each townhouse will have three bedrooms.
- 3.2 The ground floor level will provide integrated car parking and storage space, together with flexible utility space which can double up as a snug or study. Two bedrooms, an ensuite and bathroom will be located on the first floor, with a further bedroom, ensuite and recessed balcony on the second floor. The kitchen, living and dining space will be located on the third floor level, and the fourth level will provide access to the rooftop terraces.
- 3.3 The scheme will provide 100% car parking provision and each dwelling will have ample storage for bicycles at ground floor level. Vehicular access to the site will be from the north via Ducie Street. Communal refuse bins for general waste and recycling will be located just beyond the northern boundary of the site, on land within the client's ownership and screened from view by the Stables building.
- 3.4 The proposed materiality references the surrounding context and the area's industrial heritage. The dwellings will be constructed from red brick, with a contrasting black brick upper floor. Pop-up structures at roof level will provide access to the rooftop terraces, these will be set back from all elevations and finished in a glazed ceramic cladding to contrast the lower brickwork. The fenestration is vertically proportioned and has a consistent rhythm. The southern elevation features Juliette balconies, recessed balconies, and the main roof terrace which will all benefit from views over the canal.
- 3.5 Where full size windows are not proposed, panels of recessed brickwork will be used to help achieve the impression of consistent openings similar to traditional industrial buildings in the locality. The main entrances to the dwellings are on the northern elevation and will be

recessed with glazed brickwork, which takes cues from historic developments in the city centre which often feature glazed bricks to entrances at ground floor level.

- 3.6 The proposal provides an opportunity to create high quality family accommodation in a highly accessible/sustainable location, the redevelopment of a previously developed site and the provision of activity/overlooking to this section of the canal network.

4. Pre-Application consultation

Overview

- 4.1 Pre-application discussions have played an important role in shaping the design of the proposed development. Paragraphs 39-42 of the National Planning Policy Framework sets out the benefits of early engagement, including consideration of all fundamental issues associated with a proposal, which enables timely decisions to be made and reduces costs / delays to the applicant; and, enables agreement on the information required to accompany an application. The design team's consultation strategy has been guided by the Council's Statement of Community Involvement, along with pre application discussions with Council officers.
- 4.2 Prior to the application submission, the Design Team attended a site meeting with MCC planning officers on 26th May 2021. The purpose of the meeting was to present the development proposals for the site and discuss the key planning issues requiring consideration. It was confirmed that the principle of the residential scheme was acceptable, that there didn't appear to be any adverse impacts associated with the proposals, whilst it was agreed that consultation with immediate neighbours should be undertaken prior to submission of an application. There was subsequent email correspondence to confirm the information that should be submitted in support of the application to enable its validation and subsequent determination.
- 4.3 In addition to consultation with MCC officers, consultation was undertaken with neighbouring properties. A letter setting out the proposals was issued to neighbouring residents and businesses on 15th November 2021. The image below shows the consultation boundary. The letter included an email contact for any queries or comments to be sent to. No correspondence was received in response to the public consultation letter. The letter issued is located at Appendix 3 of this statement.

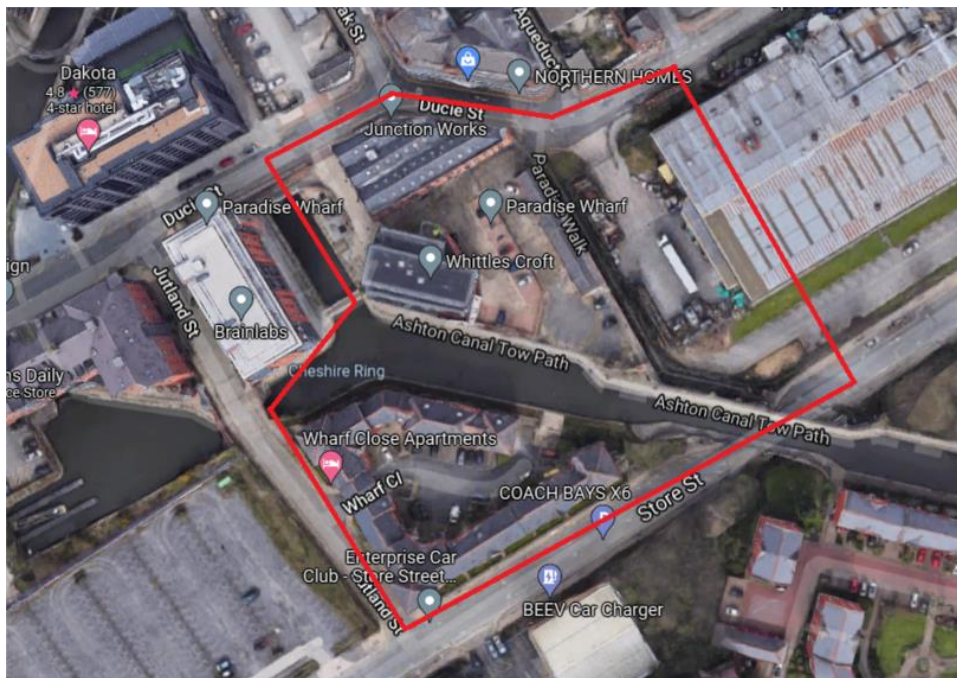


Figure 4.1: Consultation boundary

5. Planning Policy Context

- 5.1 Planning policy guidance of relevance to the proposed development, and which provides the context for its assessment, is set out within national and local planning policy guidance. This include:

- The National Planning Policy Framework (NPPF); and,
- The Development Plan for Manchester.

National Planning Policy Guidance

Planning and Compulsory Purchase Act 2004

- 5.2 Section 38(6) of this Act states that the determination of planning applications must be made in accordance with the Development Plan, unless other material considerations indicate otherwise. This establishes the Development Plan as the primary decision making document when considering planning applications. In this instance the development plan is the Manchester Development Plan (comprising of the Manchester Core Strategy Development Plan, Saved Policies of the Unitary Development Plan for Manchester and Supplementary Planning Documents).

Planning (Listed Buildings and Conservation Areas) Act 1990

- 5.3 In considering the proposal, Manchester City Council are required to have special regard to the desirability of preserving the setting of any affected listed buildings (Section 66, Planning [Listed Buildings and Conservation Areas] Act 1990).

Historic England's Good Practice Advice Note 2: Managing Significance in Decision-Taking in the Historic Environment

- 5.4 Advice Note 2 was published in March 2015, and seeks to provide information on good practice to assist local authorities, planning and other consultants, owners, applicants and other interested parties in implementing the NPPF's historic environment policy. The document contains useful information in terms of assessing the significance of heritage assets.

Historic England Historic Environment Good Practice in Planning Note 3: The Setting of Heritage Assets (Second Edition, 2017)

- 5.5 Published in 2017, this document provides guidance for managing change within the setting of heritage assets, including historic Sites, areas and landscapes.

Historic England Technical Advice Note 2: Making Changes to Heritage Assets

- 5.6 Published in February 2016, this advice note illustrates the application of the policies set out in the NPPF in determining applications for planning permission and listed building consent.

Historic England Advice Note 12: Statements of Heritage Significance: Analysing Significance in Heritage Assets

- 5.7 This Guidance was published in October 2019 and covers the National Planning Policy Framework requirement for applicants for heritage and other consents to describe heritage significance to help local planning authorities to make decisions on the impact of proposals for change to heritage assets.

National Planning Policy Framework (NPPF)

- 5.8 The updated National Planning Policy Framework (NPPF) was most recently updated on 20th July 2021 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way.
- 5.9 Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless:
- The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or
 - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.
- 5.10 Paragraph 8 confirms that there are three dimensions to sustainable development; economic, social and environmental. To achieve sustainable development, economic, social and environmental gains should be pursued in mutually supportive ways through the planning system.

Delivering Sustainable Development

- 5.11 The NPPF explains that the purpose of the planning system is to contribute to the achievement of sustainable development. Planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area. These sustainable objectives should be delivered through the preparation and

implementation of plans and the application of the policies in the framework. The NPPF is split into 17 chapters, the chapters of relevance to this development are discussed below.

- 5.12 Delivering a sufficient supply of homes (Chapter 5) – paragraph 60 explains that in order to support the government’s commitment to significantly boosting the supply of homes, it is important that a sufficient amount and variety of land comes forward for development where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.
- 5.13 Local Planning Authorities should identify and update annually a supply of specific deliverable sites sufficient to provide five years' worth of housing against their housing requirement set out in adopted strategic policies or against their local housing need where strategic policies are more than five years old. The five year supply should include an appropriate buffer. Where the local authority chooses to demonstrate a five year supply of deliverable sites through an annual position statement or recently adopted plan the buffer should be 10% to account for any fluctuations in the market during that year. In the event that there has been significant under delivery when measured against the Housing Delivery Test (November 2018 onwards) then a 20% buffer should be applied.
- 5.14 The NPPF is clear at paragraph 11 that housing applications should be considered in the context of the presumption in favour of sustainable development and that relevant policies for the supply of housing should not be considered up to date if the local planning authority cannot demonstrate a five year supply of deliverable housing sites or the Housing Delivery Test indicates that the delivery of housing was substantially below the housing requirement over the previous three years.
- 5.15 Paragraph 69 highlights that small to medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly in comparison to larger sites. Paragraph c) emphasises the importance of windfall sites and states local authorities should support their development through giving great weight to the benefits of using suitable sites within existing settlements for homes.

- 5.16 Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help to support economic growth. It recognises that a poor environment and a lack of housing can act as a potential barrier to investment.
- 5.17 Promoting healthy and safe communities (Chapter 8) - the planning system should aim to achieve healthy, inclusive and safe communities. Planning decisions should aim to achieve places which promote, amongst other things, safe and accessible developments, where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion.
- 5.18 Promoting sustainable transport (Chapter 9) - to protect and exploit opportunities for the use of sustainable transport modes, development should be located and designed to give priority to pedestrian and cycle movements and have access to high quality public transport facilities.
- 5.19 Paragraph 111 advises that development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highways safety, or the residual cumulative impacts on the road network would be severe.
- 5.20 Making effective use of land (Chapter 11) - the NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Strategic policies should set out a clear strategy for accommodating objectively assessed needs, in a way that makes as much use as possible of previously-developed or 'brownfield' land. Paragraph 120 (c) explains that the planning system should specifically give substantial weight to the value of using suitable brownfield land within settlements for new homes and other identified needs. Further, sub-section (d) of this paragraph explains that planning should also promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively.

5.21 Paragraph 123 states that local planning authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specific purpose in plans, where this would help to meet identified development needs. .

5.22 The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 124 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- local market conditions and viability;
- the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- the desirability of maintaining an area’s prevailing character and setting or of promoting regeneration and change; and
- the importance of securing well-designed, attractive and healthy places.

5.23 Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 130 that planning policies and decisions should aim to ensure that developments:

- Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development.
- Are visually attractive as a result of good architecture and appropriate landscaping.

- Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation.
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit.
- Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks.
- Create places that are safe, inclusive and accessible and which promote health and well-being.

5.24 Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - this chapter emphasises the importance of securing reductions in greenhouse gas emissions, minimising vulnerability and providing resilience to the impacts of climate change; and, in terms of flooding, development should be made safe without increasing flood risk elsewhere.

5.25 Conserving and enhancing the natural environment (Chapter 15) - the planning system should contribute to and enhance the natural and local environment by protecting and enhancing valued landscapes, recognising the wider benefits of ecosystem services and minimising impacts of biodiversity and providing net gains in biodiversity where possible.

5.26 Conserving and enhancing the historic environment (Chapter 16) – this section deals with conserving and enhancing the historic environment. Paragraph 194 advises that ‘In determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting’. This statement demonstrates that the information and significance requirements of national policy have been complied with.

- 5.27 Paragraph 195 of the NPPF advises that 'Local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this assessment into account when considering the impact of a proposal on a heritage asset, to avoid or minimise conflict between the heritage asset's conservation and any aspect of the proposal'.
- 5.28 Paragraph 197 of the NPPF advises that 'In determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness'.
- 5.29 Paragraph 199 of the NPPF advises that 'When considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance'.
- 5.30 Paragraph 200 advises that 'Any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification. Substantial harm to or loss of a) grade II listed buildings, or grade II registered parks or gardens, should be exceptional; b) assets of the highest significance, notably scheduled monuments, protected wreck sites, registered battlefields, grade I and II* listed buildings, grade I and II* registered parks and gardens, and World Heritage Sites, should be wholly exceptional'.
- 5.31 Paragraph 201 advises that 'Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities

should refuse consent unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

a) the nature of the heritage asset prevents all reasonable uses of the site; and

b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and

c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and

d) the harm or loss is outweighed by the benefit of bringing the site back into use’.

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

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

5.34 Decision making – guidance in paragraph 38 states that local planning authorities should approach decisions in a positive and creative way, making use of the full range of planning tools available, including brownfield registers and permission in principle, and work proactively with applicants. Decision-makers at all levels should seek to approve applications for sustainable development where possible.

- 5.35 The proposed development scheme has been designed in accordance with the policies and provisions of the NPPF.

Planning Practice Guidance

The Planning Practice Guidance (PPG) was published in March 2014 and collates guidance previously published in a number of separate documents. The guidance in the PPG has been taken into consideration in formulating development proposals for the redevelopment of the Application Site.

Local Planning Policy Guidance

Development Plan for Manchester

- 5.36 The Development Plan for Manchester comprises the following documents:
- Manchester Core Strategy Development Plan Document (July 2012);
 - Saved policies of the Unitary Development Plan for Manchester (July 1995);
 - The Guide to Development in Manchester Supplementary Planning Document and Guidance (April 2007);
 - Manchester Residential Quality Guidance (2016);
 - Providing for Housing Choice Supplementary Planning Document and Planning Guidance (September 2008); and,
 - Design for Access 2 (December 2003).

Manchester Core Strategy Development Plan Document (July 2012)

- 5.37 The Core Strategy, adopted in July 2012, sets out the long term strategic policies for Manchester's future development. . The Core Strategy recognises some of the key challenges facing the City Centre including: increasing the provision of sites for economic development, improving the area as a residential location, and improving quality and access to open space.
- 5.38 Core Strategy objectives and policies of particular relevance to the proposed scheme include:
- Spatial Objective SO1 'Spatial Principles' states that the sustainable development of the City can contribute to halting climate change.
 - Spatial Objectives SO2 'Economy' sets out that the Regional Centre will continue to be the main focus for development, to further its role as a main employment location and primary economic driver of the City region.
 - Spatial Objective SO3 'Housing' seeks the provision of a significant increase in high quality housing provision at sustainable locations to address demographic needs and support economic growth.
 - Spatial Objective SO15 'Transport' seeks to improve the physical connectivity of the City, through sustainable and accessible transport networks.
 - Spatial Objective SO6 'Environment' seeks to protect and enhance the natural and built environment of the city, ensure the sustainable use of natural resources, and secure a high standard of design in all development proposals.
 - Policy SP 1 'Spatial Principles' states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside

high quality city living; and, that development should aid the creation of neighbourhoods of choice by creating well designed places that enhance or create character; protect and enhance the built and natural environment; minimise emissions and reuse previously developed land wherever possible; and, improve access to jobs and open space.

- EC 3 'The Regional Centre' states that within the Regional Centre development for employment generating uses including offices and other commercial development will be encouraged; and, that housing including high density residential development will also be an appropriate use in the Regional Centre.
- CC 3 'Housing' states that the City Centre is expected to provide a minimum of 16,500 new units from 2010-2027.
- CC 5 'Transport' states that proposals will be supported that increase the scope for accessible public realm improvements; and, that the Council will seek to ensure that development includes adequate parking provision.
- CC 8 'Change and Renewal' states that new development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.
- CC 9 'Design and Heritage' states that new buildings should be of the highest standards in terms of their appearance and function; that development in the City Centre should preserve or enhance heritage assets including listed buildings and conservation areas; and, that the Council will support high density and mixed use development in the City Centre.
- CC 10 'A Place for Everyone' states that the City Centre will develop as a location which appeals to a wide range of residents/visitors, including uses that increase diversity of activity and high standards of accessibility to buildings and spaces.

- Policy H 1 'Overall Housing Provision' states that high density developments (over 75 units per hectare) are appropriate in the City Centre given its accessible location; and, there will be a presumption towards high density housing development, within mixed use schemes which contribute to regeneration initiatives and provide sustainable/well-designed accommodation that meets the needs of workers moving to Manchester. New residential development should take account of the need to: contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population; support growth of previously developed sites in sustainable locations; provide a design and density that contributes to the character of the local area; make provision for useable amenity space (i.e. balconies and shared open spaces), provide for parking cars and bicycles, and the need for appropriate levels of insulation; address any existing deficiencies in green infrastructure; prioritise sites that are in close proximity to centres and public transport routes; and, be designed to give privacy to both its residents and neighbours.
- Policy T 1 'Sustainable Transport' states that the Council will support proposals that deliver a sustainable, high quality, integrated transport system to encourage a 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.
- Policy T 2 'Accessible Areas of Opportunity and Need' seeks to ensure that new development is easily accessible by walking/cycling/public transport; provided with an appropriate level of car parking; and, should have regard to the need for disabled and cycle parking.
- Policy EN 1 'Design Principles and Strategic Character Areas' sets out that opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial road routes. In the City Centre, consideration should be given to the City's heritage; there will be opportunities to create landmark buildings and contribute to the experience at street level; and, the opportunity should be realised to create new areas of open space and improve permeability.

- Policy EN 3 'Heritage' states that new developments must preserve or enhance the character and setting of areas and buildings of acknowledged importance.
- Policy EN 4 'Reducing CO2 Emissions by Enabling Low and Zero Carbon Development' states that all developments must follow the principle of the Energy Hierarchy; to reduce the need for energy through energy efficient design and features; and, meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Policy EN 6 'Target Framework for CO2 Reductions from Low or Zero Carbon Energy Supplies' requires applications for residential development of 10 or more units and all other development over 1,000 sqm to meet a minimum target.
- Policy EN 8 'Adaption to Climate Change' requires that developments are adaptable to climate change in terms of design, layout, siting and function of buildings and external spaces.
- Policy EN 9 'Green Infrastructure' states that the Council will encourage developers to enhance the quality/quantity of green infrastructure, which will include green spaces, green roofs and tree planting.
- Policy EN 14 'Flood Risk' states that development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; and, that new development should minimise surface water run-off.
- Policy EN 15 'Biodiversity and Geological Conservation' states that new development will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity.

- Policy EN 16 'Air Quality' states that developers should take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.
- Policy EN 17 'Water Quality' states that development should avoid any adverse impact on water quality, and minimise surface water run-off and ground water contamination.
- Policy EN 18 'Contaminated Land and Ground Sustainability' states that the Council will give priority for the remediation of contaminated land to strategic locations.
- Policy EN 19 'Waste' states that developers will be required to submit a waste management plan to demonstrate how the waste management needs of the end user will be met.
- Policy DM 1 'Development Management' sets out various issues that development should have regard to, including: appropriate siting, layout, scale, form, massing, materials and detail; impact on the surrounding areas; effects on amenity; accessibility; community safety and crime prevention; 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; and for new residential development to meet as a minimum Code for Sustainable Homes Code Level 4.

5.39 The detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the above Core Strategy policies.

Saved Policies of the Unitary Development Plan (UDP) for the City of Manchester (adopted 1995)

5.40 The UDP was superseded by the Core Strategy. However, a number of UDP policies have been 'saved'. Extant policies contained within the UDP which are relevant to the proposed scheme include:

- RC20 Area 12 'The Rochdale and Ashton Canal Basin' promotes housing development and the potential to create a distinctive waterside environment. The policy also seeks to improve pedestrian accessibility to the canal towpath.
- Policy DC7 'New Housing Development' seeks to ensure that new housing is accessible at ground floor level for disabled people where this is practicable.
- Policy DC19 'Listed Buildings' seeks to ensure that development does not have a detrimental impact upon the setting of listed buildings.
- Policy DC20 'Archaeology' states that the Council will give careful consideration to development proposals which affect sites of archaeological interest.
- Policy DC26 'Development and Noise' aims to minimise the adverse impact of noise on noise-sensitive developments.

5.41 As with the Core Strategy policies, the detailed assessment of the scheme within the following planning appraisal section confirms that the proposal accords with the saved UDP policies listed above.

Guide to Development in Manchester Supplementary Planning Document 2007 (SPD)

5.42 This document aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort

of development that everyone wants to see in Manchester. The sections of the guide that have been considered in the development of the proposed scheme include:

- Section 1 'Creating a Sense of Place' aims to encourage the creation of places which are welcoming, inclusive, neighbourly, interesting and attractive.
- Section 2 'Design' provides guidance under 7 key principles recognised as being urban design characteristics which together create successful places.
- Section 3 'Accessibility' sets out design principles that will help to achieve accessible development and makes reference to the guidance document 'Design for Access 2' which provides detailed information on design standards.
- Section 4 'Environmental Standards' considers energy efficiency, the use of renewable energy and water and waste management.
- Section 6 'Parking Guidelines' promotes the sensitive location of car parking and secure cycle parking.
- Section 8 'Community Safety and Crime Prevention' promotes a safer environment.

5.43 The proposed redevelopment scheme has been designed in accordance with the design guidance outlined within this document.

Providing for Housing Choice Supplementary Planning Document 2008 (SPD)

5.44 This document provides guidance on the mix of housing provision required in Manchester to ensure everyone living in the City has the opportunity of a decent, affordable and accessible home and that the range of available housing supports economic growth and sustains neighbourhoods, attracting families and workers.

Manchester Residential Quality Guidance

- 5.45 The Manchester Residential Quality Guidance was adopted following the meeting of the Council's Executive Committee on 14 December 2016. The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

Design for Access 2 (2003)

- 5.46 This is the Council's best practice guidance on inclusive design standards. This document has been considered in developing the scheme's design, with regards to internal layout arrangements, access and manoeuvrability, and car parking.

Other Relevant Policy Documents

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

- 5.47 The sustainable community strategy for the Greater Manchester City Region was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life.

Manchester Piccadilly Strategic Regeneration Framework (March 2018)

- 5.48 The Strategic Regeneration Framework (SRF) was updated in 2018 and builds on the 2014 SRF, but incorporates key changes such as the realignment of HS2, as well as strengthening the sense of place and adding detail. The SRF notes that the proposals establish the vision and guiding principles, but these will continue to evolve over the 30 year lifespan of this regeneration initiative, in response to inevitable changes in the market and other factors. The site is located within the 'East Village' neighbourhood of the SRF.

6. Planning Appraisal

Introduction

- 6.1 It is a requirement of section 38(6) of the Town and Country Planning Act 2004 that where a development plan contains policies relevant to an application, the decision must be made in accordance with the development plan, unless material considerations indicate otherwise.
- 6.2 The statutory development plan therefore relating to the application site consists of the Manchester City Council Core Strategy (adopted 2012) and the saved policies of the UDP. Material considerations relating to the application site include the National Planning Policy Framework, Planning Practice Guidance and Supplementary Planning Documents prepared by Manchester City Council.
- 6.3 The remainder of this section will examine the principle of development proposed for this site, followed by an appraisal of the scheme against all other relevant planning and environmental considerations. Having regard to the above planning policy guidance, the main material considerations against which the proposed scheme should be considered, and which are discussed in this section, include:
- Principle of Residential Development
 - Design
 - Heritage Assessment
 - Potential Impact on Amenity
 - Noise
 - Highways, Accessibility and Parking
 - Crime and Security Issues
 - Contamination
 - Daylight, Sunlight and Overshadowing

- Air Quality
- Flood Risk and Drainage
- Arboriculture
- Ecology
- Waste Management
- Broadband Connectivity Assessment
- Green and Blue Infrastructure Statement

6.4 Further details regarding the design of the scheme are provided in the Design and Access Statement prepared by Corstorphine + Wright.

The Principle of Residential Development

6.5 The principle of a residential scheme on the site is in line with local planning policy guidance. In accordance with Core Strategy (CS) policies SP 1, EC 3 and CC 3 the proposed development will offer high quality residential accommodation within a sustainable City Centre location. The proposals are wholly appropriate due to the site's City Centre location, adjacency to neighbouring residential uses, good positioning in terms of activities/infrastructure and accessibility by various modes of public transport.

6.6 Planning policy guidance supports development that makes the best use of previously developed land within an urban setting and which is well located in terms of existing activities and infrastructure. The population of Manchester continues to grow which is placing increasing pressure on the existing housing stock. The need for additional housing is recognised by CS policies SO3, CC 3 and H 1. This policy identifies a need for a minimum of 16,500 dwellings in the City Centre during the period March 2009 – March 2027. The scheme's provision of 4no. high quality family homes will make a small but meaningful contribution to meeting this need, and at the same time assist in the regeneration of this part of the City Centre. The proposals will sensitively develop a previously developed site which is close to heritage assets, and will provide a form of accommodation that will attract economically active people who will contribute to the long term economic growth of the City Centre.

- 6.7 The proposed development would be in a highly accessible location close to existing services, employment opportunities and high quality public transport facilities, significantly reducing the need to travel by private car and thereby contributing to the Core Strategy spatial objective of SO1 (Spatial Principles) which seeks sustainable development that can assist in halting climate change.
- 6.8 The proposals constitute the redevelopment of previously developed land with much needed housing, thereby representing an efficient use of land and relieving pressure to build on more valuable and potentially less sustainable greenfield locations.
- 6.9 Core Strategy policy clearly supports the development of new housing in sustainable locations, with good access to public transport and services. In particular, Policy T2 promotes development that is easily accessible to the city's main economic function and is easily accessible by walking, cycling and public transport. Furthermore, the provision of a mix of uses including residential – and specifically townhouses – is supported in the East Village area as set out in the Piccadilly SRF. The previous Outline planning consent for an apartment scheme also confirms that the proposed residential use of the site is acceptable in principle.

Design

- 6.10 The scheme's design has been developed following an assessment of the site and its surroundings. The proposed built form will occupy a large proportion of the site, with the houses abutting the canal towpath and overlooking the canal. The houses will back onto the canal, however the proposed design and use of fenestration, balconies and roof terraces means that the development will create active frontage to both the canal towpath and Paradise Wharf. The proposed layout will also create natural surveillance over the canal, and help animate this route, contributing to the creation of a high quality waterside environment.

- 6.11 The proposed scale is four storeys, with rooftop access bringing the height to five storeys. This is considered appropriate for the site and has been informed by an assessment of adjacent developments. The proposed scale is recognisant of the heritage significance of The Stables, and provides a transition from The Stables to the neighbouring Whittles Croft development which is a maximum of seven storeys. The transition in height ensures that the proposals do not overwhelm the listed Stables building, but instead serve to enhance its setting through the provision of high quality built form to an underutilised site.
- 6.12 The proposed development takes cues from its surroundings and the historic development of the surrounding area. The use of red brick and regular fenestration responds to the industrial heritage of this part of the City and is reflective of nearby former industrial buildings. The use of black brick, glazed recessed entrances, and recessed brickwork panels add interest and articulation to the elevational treatment.
- 6.13 Overall, the design is considered to be of a high quality and in line with MCC's aspirations for this part of the SRF area.

Heritage Assessment

- 6.14 The site is located in an area of the City that is of archaeological interest. An Archaeological Desk Based Assessment has been prepared by Paul Butler Associates and is submitted in support of the application. This report concludes that the site encompasses the earliest part of a warehouse that is shown on Swires' map of 1824, the southern wall of which may be surviving as the southern site boundary wall containing the gateway. The development proposals retain the historic section of the boundary wall as part of the scheme. Mitigation recommendations are for a watching brief during groundworks to record any further remains which may be uncovered.

- 6.15 The application site is also located in close proximity to various 'Designated Heritage Assets' as defined by Annex 2 of the NPPF. Heritage assets in proximity to the site which require consideration include: the setting of The Stables to the immediate north (Grade II), the Junction Works building (Grade II) and the Store Street Aqueduct to the south (Grade II*).
- 6.16 At present the Grade II Listed Stables Block and the Junction Works building are clearly visible from the publicly accessible tow path which aligns the northern bank of the Ashton Canal. Whilst this may be of some benefit, the site was of course previously developed and so these buildings would not have been as visible previously as they are now from this vantage point.



Figure 6.1: 1903 photo of Ashton Canal. Site is to left with canopy over towpath visible.



Figure 6.2: 1903 photo looking west. Site to right beyond aqueduct.

- 6.17 Whilst the proposals will obscure views of these listed buildings from certain view points along the canal, these designated heritage assets were designed to be viewed as part of a dense industrial landscape, and none included a formal 'setting'. Whilst the existing condition of the site (for car parking and as a small terrace area) does enable views of the heritage assets from the tow path, it does little else in contributing to the character of the area. As such it is considered appropriate in heritage terms that built form is returned to the site.
- 6.18 Furthermore, the proposed scale of the development has been capped at five storeys to ensure that there is no unacceptable impact upon the neighbouring development resulting from the height of the proposed houses. Together with the high quality elevational treatment, it is considered that the proposed development will enhance the setting of The Stables and Junction Works.

6.19 In terms of the Store Street Aqueduct, this would have been designed to form part of a dense industrial built environment. Notwithstanding, the principal views of the canal aqueduct are taken from Store Street and would not be impacted by the proposed development which is screened from these views by way of existing built form and the change in levels.

6.20 Overall, the proposals represent a high standard of design and have been designed to sensitively respond to the heritage significance of nearby assets. The proposals are consistent with local and national planning policy, and heritage guidance provided by Historic England.

Potential Impact on Amenity

6.21 Core Strategy policy DM1 advises that all development should have regard to impact on amenity, including privacy, light, noise, and adequacy of internal accommodation and external amenity space, amongst other things.

6.22 It is therefore necessary to consider whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring occupiers; and, whether the design will ensure that future occupants are able to enjoy a satisfactory level of amenity.

Amenity of Neighbouring Occupiers

6.23 The proposed development is bounded by the canal to the south, Paradise Walk to the east, offices to the north and residential development to the west. The proposed arrangement of the site ensures that there is no potential for overlooking of neighbouring occupiers. The scale of the proposed development also ensures there will be no overbearing impact or loss of amenity from overshadowing to the residential occupiers of Whittles Croft.

Amenity of Future Occupiers

- 6.24 The proposed development is a of high design quality and will afford future residents a high level of residential amenity. All dwellings are family homes which provide ample internal amenity space fit for modern day living. In addition access to external spaces is provided through various means including recessed balconies on the third floor level and roof top gardens. The proposed layout of the dwellings and proposed fenestration ensures that there will be a good outlook from within the properties, including views over the canal.

Noise

- 6.25 A Noise Impact Assessment has been prepared by dBx Acoustics and is submitted in support of this application to demonstrate that noise impacts will not adversely affect the residential amenity of future occupiers. The report confirms the dominant noise source across the site is road traffic from Ducie Street to the north and the surrounding road network. Informed by a noise survey to establish the noise climate at the site, the noise levels at the facades of the proposed development have been assessed.
- 6.26 The report recommends noise mitigation measures including trickle vents, and specified glazing and doors. It is concluded that, subject to implementation of the measures identified within the Noise Impact Assessment, that noise should not be a constraint to the development. Overall, the proposed development would not give rise to any adverse impact upon neighbouring occupiers, and would also provide future residents with a high standard of amenity.

Highways, Accessibility and Parking

- 6.27 The site is located within a highly sustainable and accessible location in the City Centre, with excellent access to shops, services, amenities and employment opportunities. The site also benefits from excellent public transport links and is within walking distance of all of the various train stations, tram stops and bus stops located within the City Centre.

- 6.28 A total of 4 car parking spaces will be provided (one per dwelling) which is considered to be appropriate for the site given the sustainable and central location. The proposed ground floor storage areas will provide secure cycle storage for residents, thereby encouraging the use of sustainable transport modes.
- 6.29 Based on the limited number of proposed dwellings, the generation of vehicle trips during peak times is likely to be imperceptible and therefore the proposed development will not have a material impact on the surrounding highway network.
- 6.30 In terms of assessing the highway impact of schemes, paragraph 109 of the NPPF is relevant which advises *'Development should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe'*. This is a high policy test and for the reasons given above it is not considered that the development would be associated with severe adverse highway impacts which would warrant refusal.
- 6.31 Overall, the proposed development is considered to be acceptable in terms of highways considerations.

Crime and Security Issues

- 6.32 The application proposal will bring an active use to a currently underutilised site. The development of four houses will increase active surveillance along this part of the canal towpath and to Paradise Wharf, helping to reduce the potential for crime and anti-social behaviour.
- 6.33 The proposals have also taken into consideration security measures for the development. The layout and access arrangements provide optimal security. Only high level windows are proposed to the façade fronting the canal to minimise potential break-ins. Overall, the development is acceptable from a security perspective and will be in accordance with the provisions of local and national policies which seek to achieve well designed, safe places.

Contamination

- 6.34 A Phase 1 Preliminary Risk Assessment has been prepared by Clancy Consulting and is submitted in support of the application. The report concludes that potential pollutant linkages associated with the site have been identified which may be active following the proposed redevelopment of the site. A Phase 2 Environmental Site Investigation is therefore recommended to determine the contamination status of soil beneath the site and to assess the potential risk posed by ground gas. Geotechnical testing is also recommended in order to provide parameters to enable foundation, floor slab and road pavement design.
- 6.35 In addition to the above, a review of publicly available bomb risk mapping from Zetica indicates the site to be in an area of moderate bombing density during the Second World War. To address this a UXO Desk Study & Risk Assessment by Zetica Ltd has been undertaken and is submitted in support of the application. The report confirms that no significant sources of Unexploded Ordnance (UXO) hazard have been identified, and works can proceed.

Daylight, Sunlight and Overshadowing

- 6.36 A Daylight and Sunlight report has been undertaken by GIA to assess whether the proposals may have an impact on neighbouring properties in terms of loss of natural light or overshadowing. All of the properties surrounding the site will fully accord with the Building Research Establishment target criteria for daylight and sunlight when the proposed development is constructed. The report concludes that the impact to daylight and sunlight is negligible and therefore wholly acceptable.

Air Quality

- 6.37 To assess air quality impacts associated with the development, an Air Quality Report has been prepared by Redmore Environmental. Results from the modelling exercise indicate there should be no issues regarding the exposure of future residents to poor air quality. Also,

due to the size of the scheme, air quality impacts during the operational phase are not predicted to be significant. Air quality is not a constraint to the development.

Flood Risk and Drainage

- 6.38 The site is located in Flood Zone 1 and therefore is at low risk of flooding i.e. less than 1 in 1,000 year's annual probability of flooding. Due to the site's proximity to the canal, the application has been accompanied by a Flood Risk Assessment and Drainage Strategy Report (prepared by Clancy Consulting). This considers the flood risk in relation to the site and also considers how surface water will be managed on the site. At this stage it is anticipated that surface water is proposed to discharge to the culverted watercourse within Store Street south of the site. Sustainable drainage features are to be considered where possible. Please refer to the submitted Drainage Strategy Report for further information.

Arboriculture

- 6.39 An Arboricultural Report has been undertaken by Murray Tree Consultancy. The trees on site and adjacent to the site have been surveyed, as well as implications of the development for these trees. It will be necessary to remove T1 to facilitate the development. No other trees are required to be removed. The report confirms that the tree loss can be mitigated with post development planting.

Ecology

- 6.40 A Phase 1 Habitat Survey has been undertaken by Rachel Hacking Ecology. The report confirms that habitats present on the site are common throughout the UK. No nationally rare or locally rare plant species were located during the Extended Phase 1 Habitat Survey. The site comprises negligible ecological value; the bare ground offers no value to wildlife, the shrub bed and tree are isolated, and the tree offers sub-optimal nesting habitat for birds.

- 6.41 The report concludes that given the negligible value of the habitats to be lost, no specific habitat mitigation is considered to be necessary. However, the development should aim to bring biodiversity gain to the site, through suitable soft landscaping, bat and bird boxes to be fixed to the proposed building, and planting to include flowering species or native or fruit trees where possible.

Waste Management

- 6.42 A completed Waste Management Proforma has been submitted as part of this application. Communal bins will be provided externally within the site, located adjacent to the northern boundary and adjacent to the southern gable of The Stables. Bins will be manoeuvred by the management company to the collection point at the layby adjacent to the vehicular access to the site on Ducie Street, ready for collection by collection crews. The bins will then be returned to the site by the management company once bins have been emptied.

Broadband Connectivity Assessment

Broadband Connectivity

- 6.43 External and internal fibre to the property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.
- 6.44 In summary the below will be installed for the development.

External Infrastructure

- 6.45 Fibre cabling is brought into the development via underground ducting and into the building.

Internal Infrastructure

- 6.46 Fibre is run internally via cable tray and GPON fibre direct to each dwelling. The fibre to the property broadband/data and VOIP telephony installations shall be provided to all dwellings as part of the Main Electrical Contracts scope of work.

Green and Blue Infrastructure Statement

- 6.47 The application proposals involve the development of a relatively small site. Built development and vehicle turning space will occupy the majority of the site. The relatively constrained nature of the site means that the potential to provide green and blue infrastructure is limited. Notwithstanding, the proposals will include recessed balconies and roof top terraces which can feature planting and shrubbery. This will provide greenery to the external areas which will enhance amenity for future users of the site, as well as support biodiversity and thereby have positive impacts in tackling climate change.

7. Conclusions

- 7.1 This Planning and Heritage Statement has been prepared on behalf of Victor (M1) Ltd in support of a full application for the development of four town houses. .
- 7.2 The principle of development is considered acceptable with the family housing development supporting the strategic aims of Manchester City Council's planning policies and the ongoing regeneration of the area. The development site is located in a highly accessible and sustainable location in the City Centre and Regional Centre, close to jobs, transport links, services and local amenities.
- 7.3 The scheme has been developed through constructive pre-application discussions with Manchester City Council.
- 7.4 The proposed development will introduce a high-quality, distinctive building of an urban scale, making a positive contribution to the wider townscape and the adjacent canal. .
- 7.5 The application has been accompanied by a range of technical reports which successfully demonstrate that there are no technical reasons for development not to be permitted.
- 7.6 The application submission therefore successfully demonstrates that the site is in a suitable and sustainable location for residential development with a number of clear benefits that will contribute to the delivery of sustainable development.

Summary of contribution to Sustainable Development

- 7.7 In summary, set against the three dimensions of sustainable development identified at paragraph 8 of the NPPF, the proposed development would fulfil all of the following:

Economic role

- The proposed development will bring a number of economic benefits during and post construction. A shortage of housing can act as a barrier to people accessing job opportunities, thus preventing the City from achieving its economic potential. The proposed dwellings will help meet the needs of local people and those moving to the City, thereby contributing to Manchester's economy. Ministerial statements refer to the pressing need of ensuring that the planning system does everything it can to help sustain economic growth, urging planning authorities to make every effort to identify and meet the housing needs of their areas. It is accepted that house building is a driver of the local economy. Together with creating job opportunities during and after the construction phase, the proposed dwellings will contribute to Council tax revenue, whilst existing and future retailers/businesses within the City Centre will benefit from increased footfall and spending in the local area.

Social role

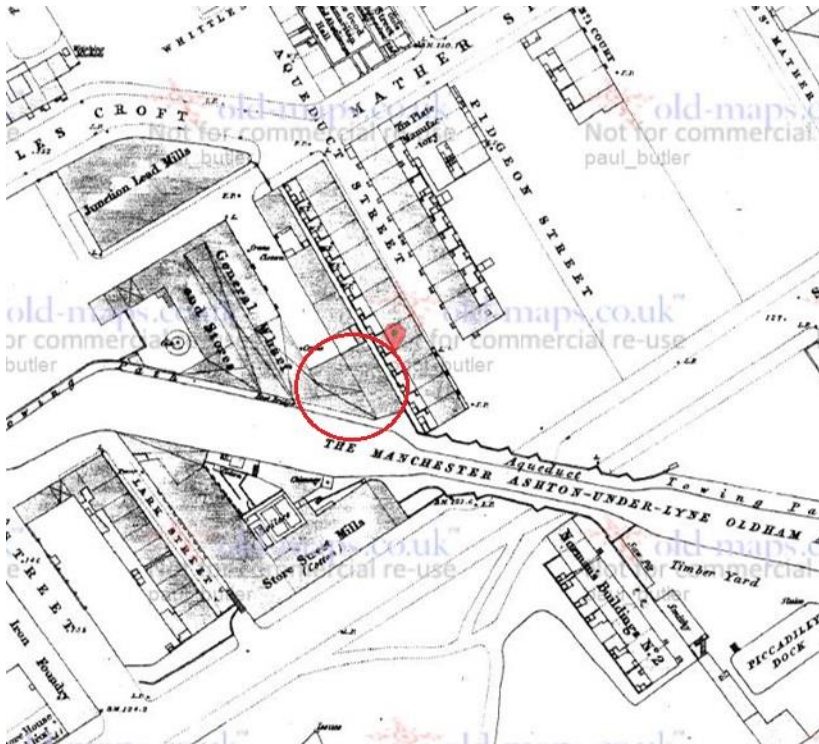
- The proposed development responds to identified housing need in the Manchester City Council Core Strategy and Draft Greater Manchester Spatial Framework. The draft GMSF sets out an annual delivery of 2,951 dwellings in Manchester across the plan period from 2020 – 2037, the majority of housing being delivered in the form of apartments.
- The provision of three bed family homes will meet local housing needs in the city. The development will lead to further investment in local services and increased footfall for local businesses. This growth will allow this area of Piccadilly to strengthen and establish it as a vibrant and sustainable community.

Environmental role

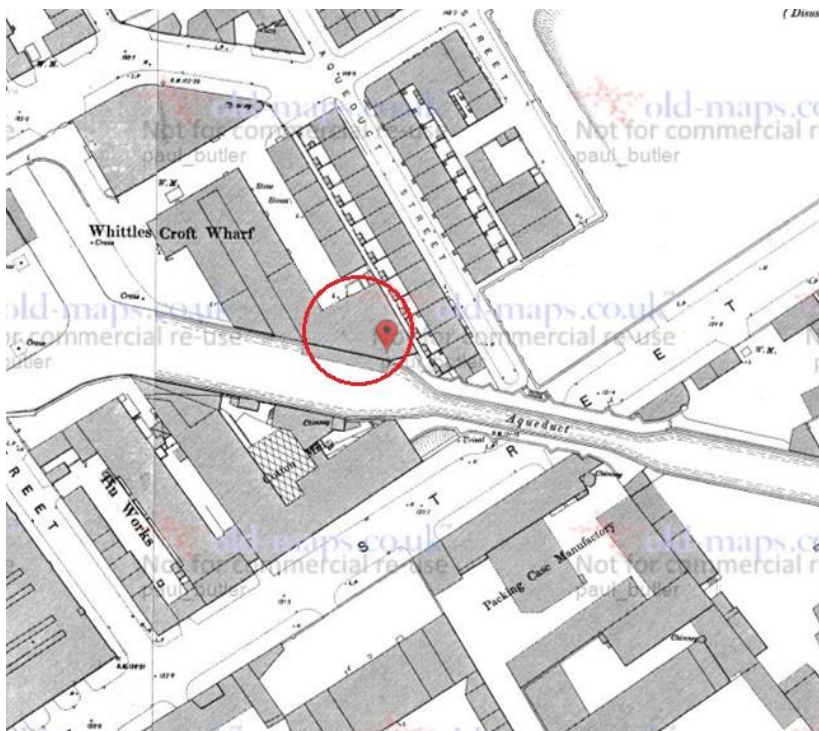
- The development will bring an under used brownfield site which makes no contribution to townscape character into active use allowing a significant improvement in the character of the area.
- The highly accessible location will exploit opportunities for the use of more sustainable modes of transport reducing the reliance on the private car. The proximity to jobs and services within the City and Regional Centre will result in many residents making these journeys on foot.
- The proposals will also alleviate pressure to build on less sustainable and potentially more environmentally valuable greenfield sites.

7.8 In light of the need to balance the benefits of allowing the proposed development against any adverse impacts that may arise as a result, we conclude that the benefits outlined above would not be significantly and demonstrably outweighed by any adverse impacts if planning permission was granted. The proposals are therefore considered to constitute sustainable development as defined by paragraph 8 of the NPPF and consequently the presumption in favour of sustainable development should apply in the determination of this application.

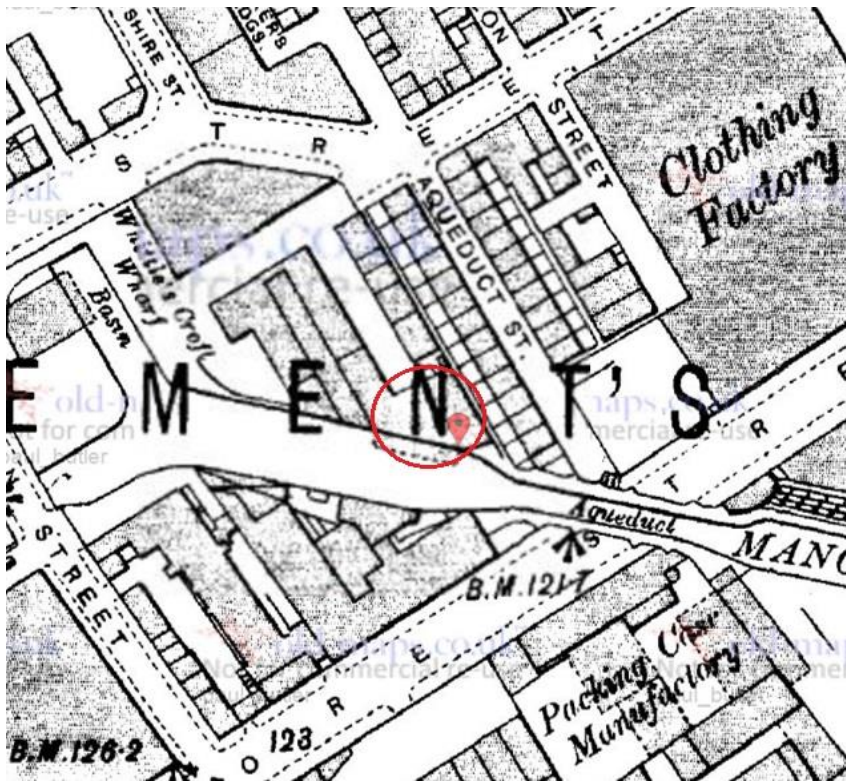
Appendix 1: Historic Map Regression



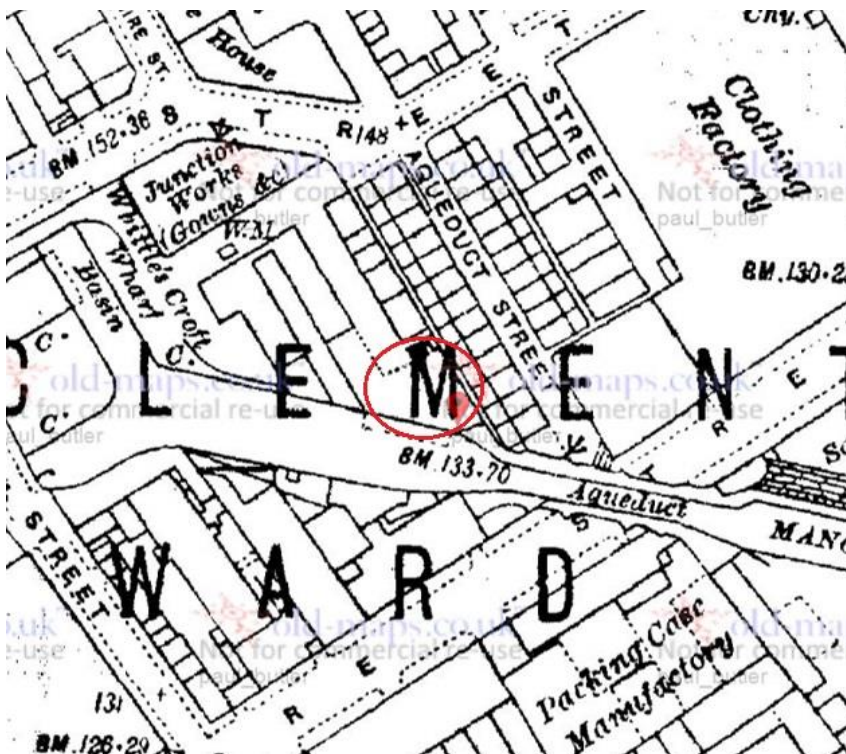
Map 1: OS Map 1851



Map 2: OS Map 1891



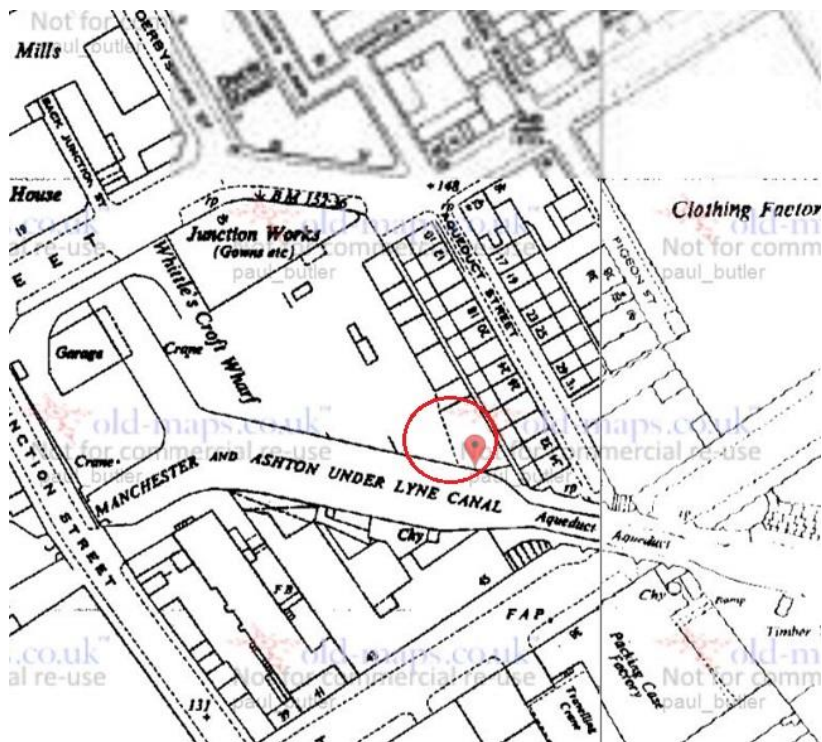
Map 3: OS Map 1908



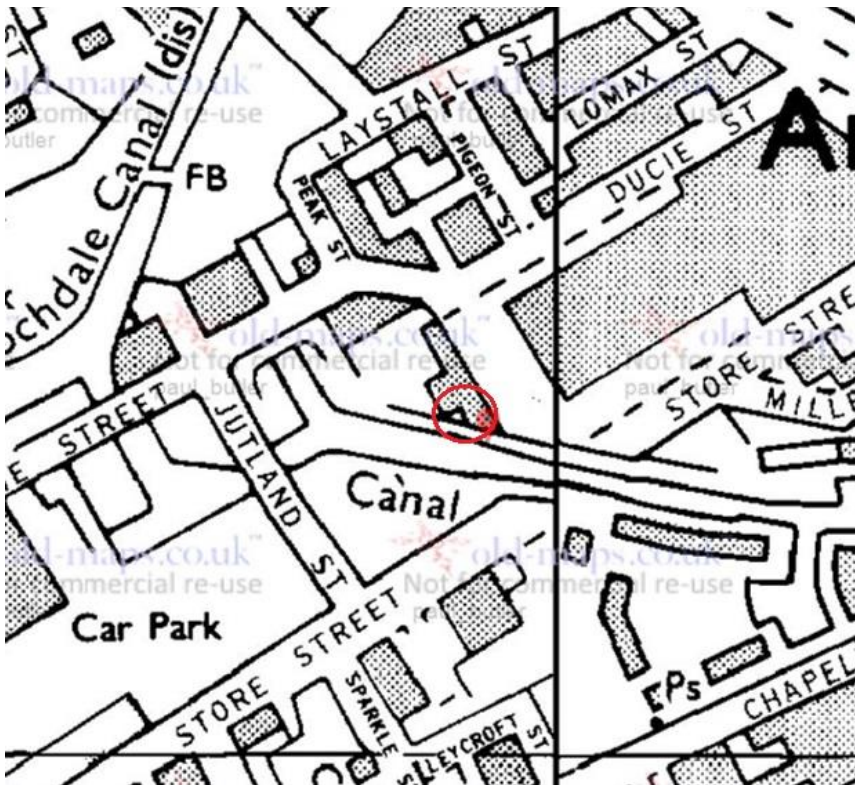
Map 4: OS Map 1922



Map 5: OS Map 1951



Map 6: OS Map 1971



Map 7: OS Map 1994

Appendix 2: Listed Building Descriptions

A: Stable Block to South East of Junction Works at Paradise Wharf (Grade II)

B: Store Street Aqueduct (Grade II*)

C: Former Junction works at Paradise Wharf (Grade II)

Details of Building Sites from Historic England

A: Stable Block to South East of Junction Works at Paradise Wharf (Grade II)

Listed in the 1990 Planning Act as amended for its special architectural or historic interest on 6 Jun 1994. List Entry Number 1200857. Stable block to former lead works, restoration in progress at time of survey. Early to mid C19, altered. Red brick in English garden wall bond, slate roof. Rectangular plan. Two storeys, 4+5 windows, the further portion slightly lower; 3 segmental-headed stable doorways to the first portion and 2 in the other, all with altered doors; segmental-headed windows at 1st floor of the first portion, square-headed windows to the other, all with restored sills and the latter with restored lintels (glazing removed at time of survey). Small segmental-headed blind window at right-hand end of first portion. Left (north) gable wall has 2 low segmental-headed windows set high to ground floor and restored or inserted loft doorway above. Included for group value.

B: Store Street Aqueduct (Grade II*)

Listed in the 1990 Planning Act as amended for its special architectural or historic interest on 6 Jun 1994. List Entry Number 1270666. Canal aqueduct. c.1794-99. Coursed squared sandstone. Straight aqueduct approx.70m long, crossing Store Street at approx.45 degrees, with skewed semi-elliptical archway (the soffit now rendered), with 6 triangular buttresses (like cutwaters with refuges) on the north side and 4 on the south side; radiating voussoirs to the arches, 2 bands on the south side and one on the north side, coped parapets. Probably one of the earliest canal aqueducts with a skewed arch.

C: Former Junction works at Paradise Wharf (Grade II)

Listed in the 1990 Planning Act as amended for its special architectural or historic interest on 6 Jun 1994. List Entry Number 1217852. GV II Lead works, unoccupied and conversion in progress at time of survey. Probably early to mid C19. Red brick, roof concealed. Tapeziform plan with triangular east end. Four storeys, 11-window facade to the wharf, with segmental-headed windows and some loading doorways; parapet. West end under 3 gables and probably 6 windows but only 4 visible (left end covered by large advertising hoardings); outer gables flat-topped. Interior: cast-iron columns, timber floors. Forms group with former stable block to south east (q.v.).

Appendix 3: Public Consultation Letter Issued to Residents / Businesses



Paul Butler Associates
Planning, Development & Heritage Consultants

15th November 2021

Letter issued to neighbouring residents and businesses

Our ref: 18.1206

Dear Sir / Madam,

Land to the South of The Stables, Paradise Wharf, Ducie Street, Manchester

We write to notify you that together with Corstorphine + Wright we are progressing a residential development for the above site on behalf of Victor (M1) Ltd. The site is identified in the aerial view image at the end of this letter.

We are currently in the process of preparing a detailed Planning Application for the development of the site. The development proposals currently comprise the creation of 4x three bedroom townhouses with integrated car / cycle parking, recessed balconies and rooftop terraces.

The proposed scheme will have the following benefits:

- The opportunity to create high quality family accommodation in a highly accessible and sustainable location.
- Redevelopment of a brownfield site which helps to ease pressure to develop greenfield and Green Belt land.
- Creation of activity and natural surveillance to this section of the canal network.
- A high quality designed scheme which responds to the character and significance of nearby heritage assets.
- Securing direct investment into the local community through the provision of jobs during the construction stage and spending in nearby facilities by future residents.
- The encouragement of further investment into this key area which forms part of Manchester City Council's 'Manchester Piccadilly Strategic Regeneration Framework'.

Once the Planning Application has been submitted the Council will consult neighbouring properties as part of the planning application process and you will have the opportunity to make your comments directly to the Council as part of that process.

In the meantime, should you have any comments or queries, please feel free to email these to pba@paulbutlerassociates.co.uk and a member of the team will respond.

Yours faithfully,

The Team at Paul Butler Associates

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Aerial Site Plan. Approximate Site Boundary in red edge.

Appendix 4: Framework Construction Management Plan

This section provides initial details in respect of how the construction phase will be managed. At the planning submission stage of the process, in advance of a contractor being appointed it is not feasible to provide a construction management plan. A construction management plan is usually produced by the main contractor as they will have their own 'in house' procedures and regulations in place to manage the construction phase. The appointment of a contractor typically takes place once planning permission has been approved, and therefore this matter is usually the subject of a pre commencement planning condition in the Manchester City Council administrative area.

In accordance with Manchester's Local List of Requirements (2018) this draft construction management plan sets out the information to be provided as part of any full plan required by a planning condition. The document will include information with respect to the items listed below:

- Details for consulting the local community prior to construction works commencing on site.
- Defined access and egress routes for demolition and construction traffic, including staff, delivery and construction vehicles, including HGVs.
- Details of dust suppression measures and measures to control dust and mud on the surrounding public highway network.
- Methodology for the undertaking of site processes.
- Details of treatment of existing foundations including excavation and backfilling.
- Specified working hours for the site including hours for the delivery of materials.
- Identified vehicular access points into the site for all construction traffic, staff vehicles and heavy goods vehicles.
- Identified measures for the management of on-site construction vehicles and plant machinery in order to reduce emissions.
- Measures for securing the site, including on site security and lighting.

Appendix 5: Outline Local Labour Agreement

To deliver Victor (M1) Ltd's commitment to corporate social responsibility and support the GMCA Social Value Policy, Victor (M1) Ltd and the appointed contractor will ensure that the project adds value to the local economy by maximising employment and training opportunities for established residents of the city centre of Manchester and the surrounding neighbourhood. The potential methods for achieving this are outlined below. It is recommended that a Local Labour Agreement is the subject of a **planning condition** as most contractors have their own 'in-house' staff such as Learning & Development Officers and Engagement Officers who support apprentices, work placements and trainees and engage with local stakeholders to identify opportunities for collaborative working.

This will allow Victor (M1) Ltd and the appointed contractor to devise a bespoke Local Labour Agreement in co-ordination with Manchester City Council's Work and Skills Team.

Potential Initiatives

- a) Introducing/adopting local initiatives on the project, offering work experience and practical help.
- b) Notifying Local Manchester Employment agencies of any vacancies generated by the project, at the same time or in advance of recruitment from other sources.
- b) Working with Local Manchester Employment agencies, to identify specific positive action programmes, in support of equal opportunities, where these are applicable.
- c) Ensuring that local companies (where suitable companies exist) are represented on subcontract and supply tender lists through working with Manchester in Work to ensure local companies are represented on subcontractor lists (companies being those located in an area having an "M" postcode prefix).
- d) Ensuring that the provisions of the agreement are transmitted to sub-contractors and suppliers involved in the project, where appropriate.
- e) Ensuring that all our employees are suitably trained and where ever possible/viable, employing trainees on appropriately approved courses.
- f) Provide reasonable access for representatives of Manchester City Council who may from time to time visit our contract works to check the labour register and:
 - i. promote their services to sub-contractors
 - ii. offer advice on training grants and employment subsidies, where available
 - iii. provide information on local companies
 - iv. seek feedback on recruits/trainees.
- g) To provide information on labour and sub-contractor utilisation, as specified in the Labour and Sub-contractor Monitoring Procedures, Guidelines for Site Management.

h) Adopt and agree a Community Needs Plan for use throughout the project – Monthly updates to be carried out to ensure community need targets are on track to be complete in line with the agreed original intent.