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Planning, Development & Heritage Consultants

The Daylesford Trust

84-86 Oldham Street, Northern Quarter,
Manchester, M4 1LF

Planning Statement

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1. Introduction

Purpose of this Statement

- 1.1 This Planning Statement is prepared by Paul Butler Associates on behalf of the applicant, The Daylesford Trust, C/O Millerbrook Properties Ltd. The statement is submitted in support of full application for planning permission relating to 84-86 Oldham Street, Northern Quarter, Manchester. The development proposals are for:

‘Two storey roof extension to No. 84 and single storey roof extension to No. 86 to provide 4no. Apartments (C3 use), together with other external alterations’.

- 1.2 The planning application represents an opportunity to deliver a high quality development which will provide significant heritage, planning, and regeneration benefits.
- 1.3 This Planning 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 policy.

Documents submitted with the Planning Application

- 1.4 The planning application is accompanied by a series of drawings prepared by Debtal Architecture and the following documents in line with Manchester City Council’s validation checklist.

Supporting Documents

- Application form and completed ownership certificates (prepared by Paul Butler Associates)
- Design and Access Statement (prepared by Debtal Architecture)
- Planning Statement (prepared by Paul Butler Associates)
- Heritage Statement (prepared by Paul Butler Associates)
- Energy and Sustainability Statement (prepared by Watt Energy and Consulting Engineers)

- Residential Acoustic Survey (prepared by Braiden Acoustics)
- Daytime Bat Survey & Nesting Bird Survey (prepared by Rachel Hacking Ecology)
- Pre-Construction Signal Reception Impact Survey (prepared by Astbury)
- Air Quality Assessment (prepared by Redmore Environmental)

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 and surrounding sites of interest;
- Section 3 presents the proposed development for which planning permission is sought;
- Section 4 outlines the pre-application consultation undertaken with 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 other material planning considerations; 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 is located in the heart of Manchester City Centre within the Northern Quarter District. The Northern Quarter is located to the northeast within the Manchester City Centre boundary and is surrounded by the Retail Core, Piccadilly Gateway, Ancoats and Victoria areas.
- 2.2 Located at 84-86 Oldham Street (see figure 2.1), the site is towards the north east end of the street, closer to Great Ancoats Street but still within a short walking distance from the central retail district and Piccadilly Gardens. The subject site is rectangular in shape and extends to approximately 0.03 hectares (290.m²) in size. The site forms part of an urban block which is bounded by Oldham Street to the northwest and Spear Street to the southeast. The buildings front Oldham Street with a cleared/vacant site located to the rear adjacent to Spear Street. Oldham Street is a busy commercial thoroughfare; in contrast Spear Street is narrower and functions primarily as a service access. To the north the site is bounded by 88 Oldham Street which is occupied by 'Black Milk' café at ground floor. To the south the site is bounded by a construction site.

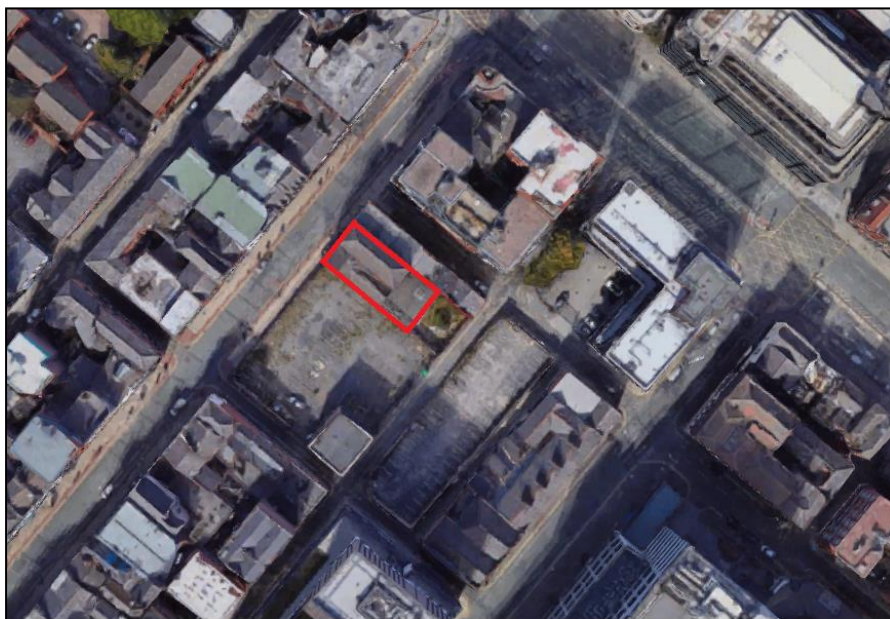


Figure 2.1: Aerial view of the site (outlined in red).

- 2.3 The site is covered by built development in its entirety. The development occupying the site comprises a pair of attached buildings which have been linked internally at ground floor and upper floors. The ground floor comprises the 'Koffee Pot' café, with residential apartments above. 84 Oldham Street is currently three storeys in height, with 86 Oldham Street being four storeys.
- 2.4 The property was hit by a bomb during the Second World War and the façade was rebuilt in the mid-20th Century. The property has been subject to further alterations since then including changes to the ground floor 'shopfront' and upper floor window openings. The property appears to have undergone rebuilding/extension in the late 20th Century, with the side and rear comprising modern brick under a concrete tiled roof. The property is of brick construction although the Oldham Street and exposed gable elevations are finished with white/off-white render. The exposed gable elevation has decorative street art featuring the Manchester worker bee.
- 2.5 Access to the buildings is via doors located on the Oldham Street elevation. The ground floor commercial unit is served by doors integrated within the glazed shopfront. Adjacent to this are two doors; one which provides access to the residential flats above, and one which provides access to the refuse store associated with the residential use of the site. The entrance door to the residential flats is set back from the front elevation of the building, and both doors have been subject of graffiti. There is no car parking accommodated within the site.

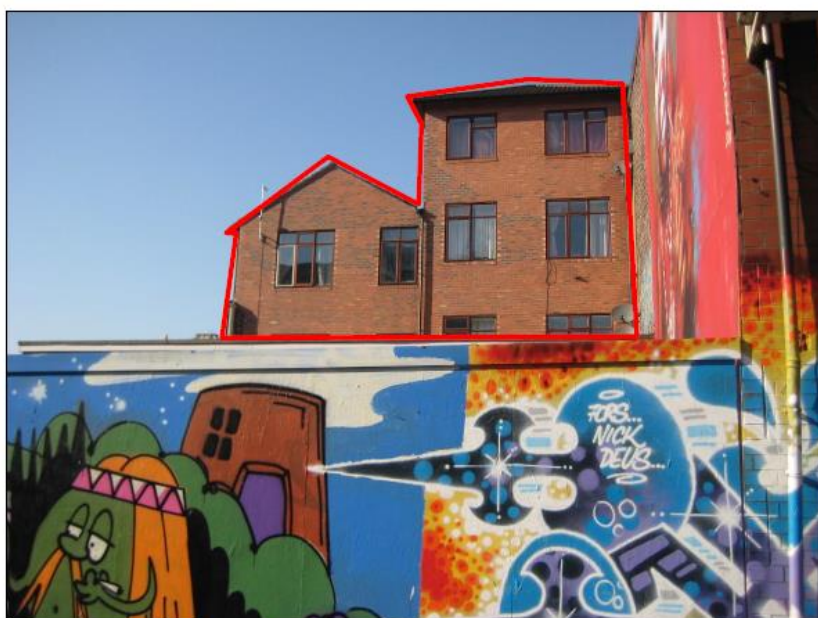


Figure 2.2: 84-86 Oldham Street – Rear of building, looking from Spear Street.



Figure 2.3: 84-86 Oldham Street – Front and gable of building, looking from Oldham Street.

2.6 The site is located within Flood Zone 1 (lowest level of risk). As identified on the Council's online proposals map, the site is allocated within the City Centre and Regional Centre. The site is also located within the Stevenson Square Conservation Area, which was designated by Manchester City Council in 1978. The site is also in proximity to the boundary of the Smithfield Conservation Area which is shared with the Stevenson Square Conservation area and runs down the centre of Oldham Street. The subject site comprises two buildings which have been combined to form a single property. The buildings are not nationally listed. They likely date from the early-mid 19th Century, and whilst they have been heavily altered, are likely to be regarded as non-designated heritage assets by Manchester City Council.

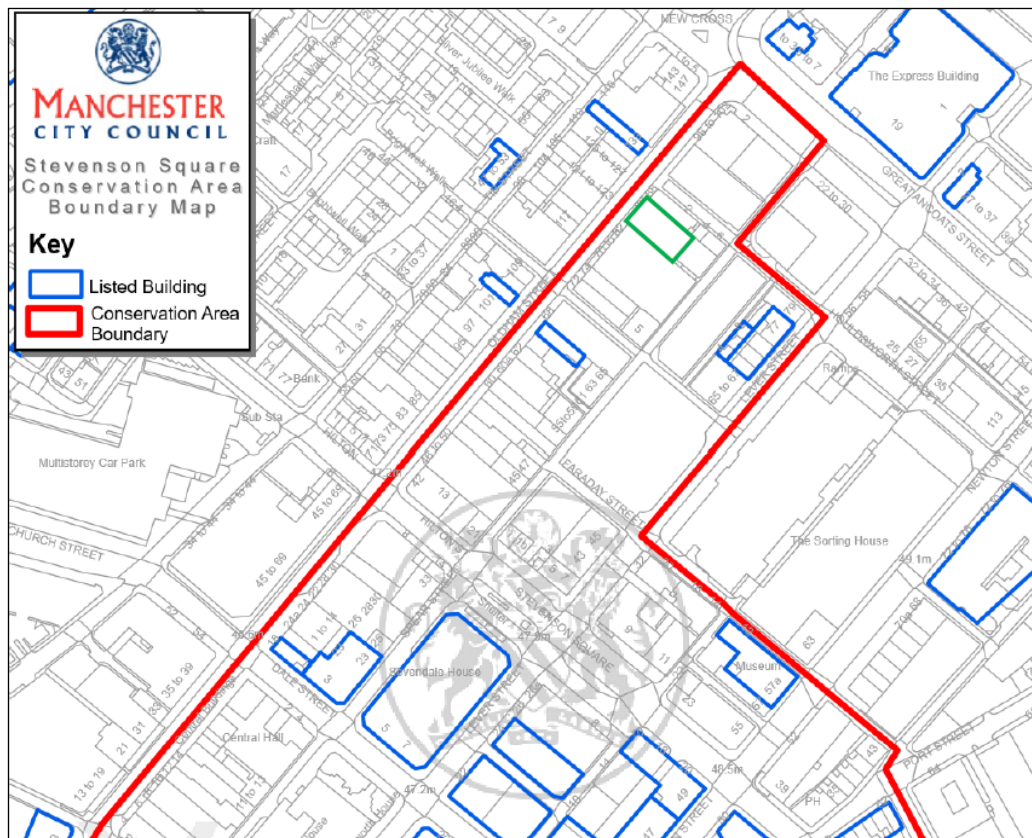


Figure 2.4: Plan of the Stevenson Square Conservation Area. The subject property is outlined green.

Application Site Planning History

2.7 In accordance with best practice, research of the site's planning history has been undertaken using Manchester City Councils' online Public Access System. The applications that are of relevance to this planning application are set out in table 2.1 below.

Reference number and Site Location	Description of proposal	Decision
123358/FO/2019	Relocation of the existing air conditioning unit and fume extraction from the rear elevation facing Spear Street to the flat roof above the Koffee Pot.	Approved 12 September 2019

Reference number and Site Location	Description of proposal	Decision
119519/JO/2018	Variation of condition 3 attached to previously approved planning application 115197/JO/2017 to allow for opening hours of 08.00 to 23.00 Sunday to Thursday and 08.00 to 00.30 on Fridays and Saturdays on a permanent basis and removal of condition 7 attached to application 115197/JO/2017 via submission of addendum noise report for kitchen extract	Approved 21 May 2018
115197/JO/2017	Variation of condition 3 attached to previously approved planning permission 108452/FO/2015/C2 to allow for a later closing time of 00.30 on Friday and Saturday nights only for a temporary period of 6 months	Temporarily approved 28 July 2017
107546/TMCOU/2014/C2	Notification under Town and Country Planning Act 1990 (General Permitted Development) (Amendment) (England) Order 2013 Change of use of A1 to A3	Permitted Change of Use 03 December 2014
No: 046641/FO/CITY2/94	Conversion of first, second and third floors into 10 residential units	Approved 23 Jan 1995
No: 046549/FO/CITY2/94	New shop front and change of use from shop to cafe/ restaurant	Approved 19 December 1994

Table 2.1: Site application planning history

- 2.8 The above planning history has no significance for the application proposals, but has been provided for completeness.

Surrounding Area Planning History

- 2.9 On 30 August 2016 planning permission was granted for the redevelopment of the cleared site adjacent to the subject properties (application reference 110074/FO/2015/C2). The description of development was *'Demolition of existing building and site structures and construction of 2no. mixed use buildings (Buildings A and B). Building A - Part 4, part 5, part 6 and part 8 storey building including ground floor and plus basement with ancillary facilities services and commercial use (A1, A3, B1) at ground floor and basement levels, 72*

residential apartments (C3) above and 2 green roofs. Building B - Part 3 and part 5 storey building including ground floor and plus basement with 100 cycle parking spaces, building services and commercial space at basement level and 9 car parking spaces, ancillary facilities and services and commercial space (A1, A3, B1) at ground floor level and 28 residential apartments (C3) above and 1 green roof'. Figure 2.5 below shows the approved streetscene elevation drawing.



Figure 2.5: Elevation of approved development on the adjacent site.

Surrounding Area

- 2.10 The surrounding area is predominantly retail / commercial interspersed with residential and leisure uses reflecting the site's City Centre location. The site is located in a highly sustainable and accessible location due to its proximity to services and facilities within the City Centre and choice of high quality public transport links within a short distance of the site. The central retail core of the City Centre (Market Street and Piccadilly Gardens) is within a few minutes' walk, and the site is close to Manchester Victoria and Piccadilly train stations which are both within a 5 – 10 minute walk of the site. Piccadilly Gardens bus station and Shudehill interchange are also both within a 5 minute walk of the site.

3. Description of Development

- 3.1 The applicant seeks full planning permission to extend the existing buildings upwards to create 4no. residential apartments. The description of the development is:

‘Two storey roof extension to No. 84 and single storey roof extension to No. 86 to provide 4no. Apartments (C3 use), together with other external alterations’.

- 3.2 The development will increase the number of apartments within the buildings from 10 to 14. The dwelling mix of the proposed new apartments is as follows:

- 2 x one bed apartments; and,
- 2 x two bed apartments.

- 3.3 Level 4 of 84 Oldham Street will accommodate the 2 x one bed apartments, whilst Level 5 of each buildings will accommodate a two bed apartment.

- 3.4 External alterations proposed will include the part 1 storey, part 2 storey roof extension which will be constructed using infill panels in a metal standing seam or similar. The roof will be a mansard design and clad with natural zinc standing seam. Windows to the front elevation at Level 4 will involve powder coated aluminium framed double glazed windows, whilst new windows to the rear elevation will match the existing windows. To the front elevation the Level 5 accommodation will be served by white zinc clad dormer windows within the mansard roof. The roof extension is of a high quality contemporary design which will provide a positive visual contrast to the existing buildings.

- 3.5 The existing ground floor doors providing access to the residential flats and residential refuse store will be replaced with new doors. Above both of the doors will be a canopy with integrated lighting, and an apartment signage plaque will be installed to the front elevation. This will provide a more attractive frontage to the building and a welcoming entrance to the apartments.

- 3.6 Existing windows on the upper levels of the buildings, which are poor quality timber and UPVC, will be replaced with high quality double glazed timber framed units. The existing render is in poor condition and cracked in places, this will be repaired and repainted as

required. External additions to the building such as TV aerials and other clutter will be removed and the elevation made good.

- 3.7 Full details of the proposals are provided by the application drawings prepared by Debtal Architecture and within the supporting Heritage Statement prepared by Paul Butler Associates.

4. Pre-Application Consultation

- 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.
- 4.2 Previous iterations of the proposals have been presented to the Council prior to the submission of the application. This included meetings with Carolyn Parry (Planning Officer) and Paul Mason (Urban Design and Conservation Officer) at the Council's offices and on site. The investment and refurbishment of the buildings was welcomed. A number of comments were received regarding the principle of roof extensions to both buildings. Research undertaken has however established the existing roofs are not historic, nor are they of an historic form. The current concrete tile roof has a negative impact therefore the replacement of this with a high quality extension is considered to have a beneficial impact. Further discussion of this issue is provided within the Heritage Statement submitted in support of the application and it is concluded that there is a compelling justification for the proposed development which complies with relevant national and local policy.
- 4.3 As part of the pre-application process the proposals were also presented to the Conservation Panel in November 2019. The principle of the roof extensions was welcomed by Panel members. Members stated that the extensions should sit well back from the front elevation and not dominate the existing building. This feedback has been duly incorporated into the proposals and they will be set back by 1.5m from the front elevation of No. 84 and 2m from the front elevation of No. 86.

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.

- 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). Similarly, for any development affecting Conservation Areas, special attention will be given to the desirability of preserving or enhancing the character or appearance of the area, including its setting (Section 72, Planning [Listed Buildings and Conservation Areas] Act 1990).

National Planning Policy Framework (NPPF)

5.4 The updated National Planning Policy Framework (NPPF) was published in June 2019 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.

5.5 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.

5.6 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

5.7 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.

Delivering a sufficient supply of homes (Chapter 5) - paragraph 59 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 needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay.

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.

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.

Building a strong and competitive economy (Chapter 6) - emphasises that the government is committed to ensuring that the planning system should help create conditions in which businesses can invest, expand and adapt. Significant weight is to be given to the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. This section also recognises that a poor environment and a lack of housing can act as a potential barrier to investment.

Promoting healthy communities (Chapter 8) - the planning system can play an important role in facilitating social interaction and creating 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.

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; address the needs of people with disabilities by all modes of transport; create safe and secure places minimising conflicts between traffic and pedestrians; allow for the efficient delivery of goods and access by service and emergency vehicles; and be designed to enable the charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations.

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 118 (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.

The chapter goes on to discuss how appropriate densities can be achieved. Paragraph 122 sets out that the planning system should support development that makes efficient use of land, taking into account the following:

- 'a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) 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;
- d) the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and

e) the importance of securing well-designed, attractive and healthy places.'

Achieving well-designed places (Chapter 12) - this chapter sets out at paragraph 127 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.

Paragraphs 128-129 stress the importance of pre-application discussions with the community and local planning authority in the design process, stating that applicants should work closely with those directly affected by their proposals to evolve designs that take account of the views of the community. Proposals that can demonstrate this in the design of the new development should be looked upon more favourably.

Meeting the challenge of climate change, flooding and coastal change (Chapter 14) - in determining planning applications, local planning authorities should expect new development to take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 153). New development will

need to be planned to avoid increased vulnerability to the range of impacts arising from climate change.

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.

Conserving and enhancing the historic environment (Chapter 16) - the NPPF builds upon the provisions of the Planning (Listed Buildings and Conservation Areas) Act 1990 and requires at paragraph 189 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'.

'Significance' is defined by Annex 2: 'Glossary of NPPF' as: 'The value of a heritage asset to this and future generations because of its heritage interest. That interest may be archaeological, architectural, artistic or historic. Significance derives not only from a heritage asset's physical presence, but also from its setting'. 'Setting of a heritage asset' is also defined by Annex 2 as 'The surroundings in which a heritage asset is experienced. Its extent is not fixed and may change as the asset and its surroundings evolve. Elements of a setting may make a positive or negative contribution to the significance of an asset, may affect the ability to appreciate that significance or may be neutral.'

Paragraph 190 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 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'.

Paragraph 193 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. The more important the asset, the greater the weight should be. Significance can be harmed or lost through alteration or destruction of the

heritage asset or development within its setting. As heritage assets are irreplaceable, any harm or loss should require clear and convincing justification. Substantial harm to or loss of a grade II listed building should be exceptional. Substantial harm to or loss of the highest significance (including grade I and II* listed buildings), should be wholly exceptional'.

Paragraph 195 advises that 'Where a proposed development will lead to substantial harm to the significance of a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or loss is necessary to achieve substantial public benefits that outweigh that harm or loss'.

Paragraph 196 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 securing its optimum viable use'.

Paragraph 197 states '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 affect directly or indirectly 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'.

Decision taking - guidance in paragraph 38 states that local planning authorities should approach decision-taking in a positive and creative way. They should work proactively with planners to secure developments that will improve the economic, social and environmental conditions of the area. Decision-makers at every level should seek to approve applications for sustainable development where possible.

Paragraphs 54 - 57 of the NPPF provide advice on the use of planning conditions and obligations. Planning conditions should be kept to a minimum and only imposed where they are necessary, relevant to planning and to the development to be permitted, enforceable, precise and reasonable in all other aspects. Agreeing conditions early is recommended and it is also stated that pre-commencement conditions should be avoided, unless there is a clear justification.

Reaffirming the legislation in the Community Infrastructure Levy Regulations, paragraph 56 advises that planning obligations must only be sought where they meet all of the following tests:

- a) necessary to make the development acceptable in planning terms;
- b) directly related to the development; and
- c) fairly and reasonably related in scale and kind to the development.

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

5.8 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)

- 5.9 The Core Strategy, adopted in July 2012, sets out the long term strategic policies for Manchester's future development. The site is located within the Northern Quarter, an area of the City Centre which has seen an increase in residential development over the last 10 years. 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.
- 5.10 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 Objective 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 SO5 '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.

- CC 3 'Housing' states that the City Centre is expected to provide a minimum of 16,500 new units from 2010-2027, with the Northern Quarter identified as a key location for residential development.
- 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 6 'City Centre High Density Development' states that City Centre development will generally be high-density to maximise the efficient use of land; and, the scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.
- CC 7 'Mixed Use Development' states that the City Centre presents the most viable opportunity for mixed-use development. Active ground floor uses will be appropriate in locations which have an established public function, or as part of a development which will create such an environment.
- CC 8 'Change and Renewal' states that the approach to development and redevelopment in the City Centre will be to welcome large-scale schemes.
- 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 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. Developments smaller than the above threshold but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target where viable.
- 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 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 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; new residential development to meet as a minimum Code for Sustainable Homes Code Level 4, and for new commercial development to include the application of BREEAM.

- 5.11 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)

- 5.12 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:

- Policy E3.3 'To Enhance the City's Environment' identifies the need to upgrade the appearance of the City's major radial routes, through encouraging new development of the highest quality.
- RC20 Area 10 'Oldham Street/Newton Street/Lever Street' seeks to promote a diverse new mix of uses in the area due to the decline of these streets as a retail area. The policy identifies the positive role that new housing uses could play in the mixed use character of the area.
- Policy DC14 'Shop Fronts and Related Signs' seeks to ensure that the frontages and signage of commercial premises are in keeping with the character of the building and the surrounding area.
- Policy DC18 'Conservation Areas' states that the Council will seek to preserve and enhance the character of its designated conservation areas.
- Policy DC19 'Listed Buildings' seeks to ensure that development does not have a detrimental impact upon the setting of listed buildings.

- Policy DC26 'Development and Noise' aims to minimise the adverse impact of noise on noise-sensitive developments.

5.13 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)

5.14 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 8 'Community Safety and Crime Prevention' promotes a safer environment.

5.15 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)

5.16 This document provides guidance about 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

- 5.17 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)

- 5.18 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

Manchester City Centre Strategic Plan

- 5.19 This presents a vision for the City Centre and sets out the strategic action required to work towards achieving this over the period from 2009 – 2012. The Plan considers the contribution to be made towards achieving the overall vision by each of the components of the City Centre and recognises the key role of the City Centre in providing a positive image and framework for inward investment. It explains that its continued strong economic performance within a high quality urban environment will be fundamental to the prosperity of both Manchester and its city region. The application site falls within the area designated as the Northern Quarter. On 29 July 2015 Manchester City Council's Executive Committee took the decision to approve a draft new Strategic Plan for the City Centre for the period 2015-2018. Consultation on this document took place in July / August 2015. A further final draft report was returned to the Executive Committee in February 2016 whereupon the document was adopted. The Strategic Plan outlines the position and

priorities for each of the city centre's 19 neighbourhoods, and the key infrastructure investments in transport, digital development and waterways that will be crucial to the success of the city centre, underpinning the development in the neighbourhoods. With regards to the Northern Quarter, the document notes that the aim of activity in the area to bring about change in a way that retains the area's distinct identity.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

- 5.20 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.

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 Having regard to the policy context set out in Chapter 5 of this Statement, the following section will assess the following planning considerations:
- Principle of Development
 - Design and Heritage
 - Accessibility and Highways
 - Residential Amenity
 - Ecology
 - Energy and Sustainability
 - Air Quality
 - Waste Management
 - Sustainable Development
 - Disabled Access

The Principle of Development

The Development Plan

- 6.4 The proposed development is considered to be in full compliance with adopted policies of the Core Strategy and Saved UDP. 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 complying with Core Strategy spatial objective of SO1 (Spatial Principles) which seeks sustainable development that can assist in halting climate change.

- 6.5 The provision of a high quality residential development will fulfil the spatial objectives of SO2 (Economy) and SO3 (Housing). The provision of housing in a sustainable location responds to the identified need in the Core Strategy to significantly increase the supply of housing, with the City Centre identified as the primary location to accommodate this growth. The mix of accommodation proposed is appropriate for the City Centre and Regional Centre location and will specifically provide a form of housing that will attract economically active persons working in the City Centre. This will assist in sustaining the long term economic growth of the city. The scheme will also provide direct economic benefits through job creation associated with the construction phase, further assisting the economic growth of the city.
- 6.6 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.
- 6.7 Policy CC3 supports the principle of apartment schemes in the City Centre with the Northern Quarter identified as a key location for accommodating the anticipated growth in housing over the plan period. The proposed development also offers a high standard of accommodation, with 50% of the dwellings provided having 2 bedrooms to appeal to a range of occupants and contribute towards the creation of mixed and sustainable communities.
- 6.8 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. The application site is served by excellent public transport links, amenities and local services and is situated in the highly accessible Northern Quarter of Manchester City Centre. The development will also support the objectives of CC5 (Transport) which seeks to improve the physical connectivity

of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

National Planning Policy Framework

- 6.9 Whilst the above demonstrates that the principle of development is acceptable when considered against local planning policy, the NPPF is a material consideration carrying significant weight and as such an assessment of the principle of development against the framework is required.
- 6.10 The scheme will contribute towards meeting an identified need for new housing in Manchester. The NPPF outlines a presumption in favour of sustainable development, whereby development proposals that accord with the development plan should be approved unless material considerations indicate otherwise.
- 6.11 Having regard to the adopted policies of the Core Strategy and Saved UDP and paragraph 11 of the NPPF, we consider that the principle of residential development on the Site is appropriate. Furthermore, it is also demonstrated that the proposed development constitutes sustainable development when assessed against the policies in the Framework as a whole. There are no other policies in the NPPF that in our view would restrict the development of the site and any adverse impacts of granting planning permission would not significantly or demonstrably outweigh the benefits.
- 6.12 The following section demonstrates that the principle of development is considered to be consistent with the policies in the NPPF, specifically:
- 6.13 Section 6: Building a strong and competitive economy – the proposed development will provide high quality housing through an upwards extension to an existing building, representing an efficient use of land. The development will contribute to the regeneration of the Northern Quarter and enhance the development of a diverse and sustainable community which will be able to exploit the use of sustainable transport modes. The

provision of jobs during the construction phase will assist in building a strong economy for the future, whilst new residents will sustain existing commercial uses in the area.

- 6.14 Section 9: Promoting sustainable transport – the highly accessible location in proximity to an array of services and amenities will encourage the use of more sustainable forms of transport. The site is well located in relation to high quality public transport interchanges – Piccadilly and Victoria train stations, Shudehill Interchange and Piccadilly bus station – thereby reducing the reliance on the private car. The proximity to jobs and services within the Regional Centre will also result in many residents making these journeys on cycle / foot.
- 6.15 Section 11: Making effective use of land – the proposed development optimises the development potential of the site by extending upwards. This clearly makes effective use of the existing building, and of land by freeing up other sites for development. Further, the development will be able to maximise the availability and capacity of infrastructure and services that in turn can promote sustainable travel modes and limit future car use.
- 6.16 Section 12: Achieving well designed places - the development would introduce 4no. apartments within a high quality designed development.
- 6.17 Section 16: Conserving the historic environment – the proposals have been designed in response to the heritage context of the site and seek to enhance and conserve the character of the application buildings and Smithfield and Stevenson Square Conservation Areas.

Design and Heritage

- 6.18 The application proposes a well-designed scheme which is a considered response to the surrounding context. Localised contextual analysis of surrounding plot sizes, urban grain, scale and massing has informed the proposals and is provided within the supporting Design and Access Statement prepared by Debtal Architecture and Heritage Statement prepared by Paul Butler Associates.
- 6.19 The proposals respond to the prevailing character of the area which is defined by a dense urban grain with variable building heights that generally range from three to six storeys, with taller and smaller buildings sitting side-by-side. There is a variable roofscape including

pitched gabled roofs fronting the street, dormers, and other forms of decoration/embellishment at roof level. Roofs of historic buildings are usually slate with more modern materials also present. There are also several examples of buildings which have been extended at roof level with contemporary interventions.

- 6.20 The proposed roof extension results in the buildings having 5 storeys, which is appropriate to the wider area and in the context of the adjoining building and the scheme currently under construction to the south of the site. The roof height of 84 Oldham Street is set slightly below the roof of 86 Oldham Street. This retention of the stepped roof heights contributes to the varied roofscape of the area creates visual interest to the street scene. Mansard roofs are an original feature of a number of historic buildings within the Northern Quarter. The scheme proposes a modern interpretation of this by proposing mansard roof constructed of standing seam and zinc cladded dormer windows, which adds a contemporary flair to the design and helps to sensitively differentiate this roof as later addition to the building.
- 6.21 The alterations at ground floor involve high quality robust materials. The existing doors will be replaced with high quality doors, whilst the proposed canopy will add articulation to the street at ground level. Repair / painting of the render and mouldings will also improve the general appearance of the building and therefore have a positive impact on the character and appearance of the Stevenson Square Conservation Area. The stand-alone Heritage Statement prepared by Paul Butler Associates provides a full assessment of the impact of the proposals upon designated and non-designated heritage assets.
- 6.22 Overall the scheme is considered to be of high quality, and which is in keeping with the character of the surrounding area in terms of scale, height, appearance and materiality. The proposals are in accordance with Core Strategy policies CC 9, EN 3, DM 1, Saved UDP policy DC18, and the Guide to Development in Manchester SPD.

Accessibility and Highways

- 6.23 The site is extremely well located in terms of accessibility by non-car modes of transport. The surrounding area exhibits good levels of pedestrian and cycling infrastructure and

there are a number of public transport opportunities within walking distance of the site reflecting the City Centre location.

6.24 There is no parking associated with the existing development, and due to the constraints of the site and existing building, the proposals do not involve any parking provision. This is considered to be acceptable however due to the highly central and accessible location of the site, meaning that most journeys will be undertaken by foot. In addition, the lack of car parking proposed will help discourage car ownership and a shift towards more sustainable travel behaviour. Should a future resident ultimately decide that they need a car on a short-term or long-term basis then various options would exist:

i) Long-term access to a car: For any resident seeking longer-term car parking opportunities, long stay car parking is available at local car parks including on Tib Street and Port Street.

ii) Short-term access: A variety of opportunities exist locally for residents seeking short-term access to a car including car hire companies or joining a car club such as Enterprise CarClubs. The nearest designated car club bays are located on High Street (approximately 300m away) and Tariff Street (approximately 350m away).

6.25 The application is supported by an Outline Construction Management Plan (Appendix 2). This confirms that highway matters have been suitably considered during the construction phase of the development and no adverse impacts will be generated.

6.26 Overall the proposals would accord with the provisions of the transport requirements of the NPPF, policy T2 of the Core Strategy and section 3 'Accessibility' of the Guide to development in Manchester SPD.

Residential Amenity

6.27 With regards to the scheme's potential impact on residential amenity, two principal issues require consideration; whether the proposed scheme will maintain a satisfactory level of amenity for neighbouring residents; and whether the proposed scheme will ensure that future occupants can enjoy a satisfactory level of residential amenity.

Existing Residents

- 6.28 The proposals involve the creation of new residential apartments adjoining and above existing residential development on levels 1, 2 and 3 of the application buildings. The additional apartments proposed would not result in any adverse impact to the level of amenity enjoyed by existing residents of the buildings. It is not considered that the additional 4no. apartments proposed would result in a level of activity or comings and goings which would result in undue disturbance to the existing residents of the buildings. The new development will be appropriately sound proofed to ensure there is no unacceptable noise transmission between apartments. Astbury have undertaken a TV Reception Survey to test the TV signal strength in the shadow line of the proposed development. This survey, together with GPS logged signal test locations will allow a before and after comparison to be made should reception issues arise following the completion of the development.

Proposed Residents

- 6.29 Future occupiers of the proposed development will be afforded a high level of amenity. All flats are of an acceptable size, and in accordance with the standards set out in the Nationally Described Space Standards. Residents will benefit from sizable living, kitchen and dining rooms. All apartments will all have a good level of outlook from windows on the front and rear elevations.
- 6.30 The application is supported by a Residential Acoustic Survey which considers potential noise impacts on the proposed dwellings. Acoustic testing has been undertaken and acoustic mitigation including specifications of glazing and means of ventilation have been identified. Subject to the implementation of identified mitigation then an appropriate acoustic environment will be achieved within proposed apartments.

Ecology

- 6.31 Since the proposals involve works to the roofs of the buildings, a Bat Survey and Nesting Bird Survey have been carried out. The completed report by Rachel Hacking Ecology concludes that the buildings have a negligible suitability for roosting bats and therefore no further surveys are required.

Energy and Sustainability

- 6.32 An Energy and Sustainability Assessment has been prepared by Watt Energy & Consulting Engineers Ltd. This report outlines the energy demand minimisation measures and low / zero carbon energy options which have been considered and incorporated in the scheme design as required by Core Strategy Policy EN6. The proposed development will utilise efficient non-energy fuel electric heating and hot water, low energy lighting and the U values and design targets will ensure that the scheme achieves a site wide reduction in CO₂ of 10% over 2013 Part L compliance.

Air Quality

- 6.33 An Air Quality Assessment (AQA) has been prepared by Redmore Environmental. The report identifies the potential for construction phase air quality impacts to occur, however it is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.
- 6.34 The AQA also examined the potential for future residents to be exposed to elevated pollution levels in the future due to emissions from the highway network. The modelling undertaken indicated that predicted pollution levels could be above relevant air quality criteria at certain locations across the development and as such suitable mitigation in the form of mechanical ventilation is proposed for the affected units to ensure residents are not subject to poor air quality in the future.

Waste Management

- 6.35 A completed MCC Waste Management Strategy pro-forma is provided at Appendix 1 of this Statement. The proposed new apartments will utilise the existing residential refuse store on the ground floor. Waste will be removed from the store on collection day as per the existing refuse arrangements.

Sustainable Development

- 6.36 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 increase footfall in the Northern Quarter and City Centre, thereby increasing expenditure to support local shops and businesses. The development will also provide employment during the construction phase.

Social role

- The proposed development responds to identified housing need in the Manchester City Council Core Strategy and Draft Greater Manchester Spatial Framework. The GMSF provides an objectively assessed housing need figure of 217,350 new dwellings over the period 2014 - 2035, a large proportion of this will be provided in the Regional Centre.
- The mixture of one and two bedroom units will meet local housing needs in the city. This dwelling mix will appeal to a range of household types, thereby helping to strengthen the Northern Quarter as a diverse and sustainable community.

Environmental role

- The development optimises the development potential of an existing building by extending upwards. This will free up other brownfield sites for development, and also reduce pressure to build on other greenfield or less sustainable sites within the City.
- The proposals will have significant positive heritage and design impacts, which will preserve and enhance the heritage significance of the existing buildings and conservation areas, and well as resulting in visual improvements to the wider streetscene.
- 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 Regional Centre will result in many residents making these journeys on foot.

6.37 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.

Disabled Access

- 6.38 Due to the historic nature of the properties there is no disabled access to the existing apartments with the building. The installation of a lift to provide disabled access to the proposed apartments is not feasible due to the outlay cost, the loss of floorspace and the impact it would have on ground floor commercial space. Furthermore there are varied levels internally within the building which would mean installing a lift would not achieve a fully accessible development

7. Conclusions

- 7.1 This Planning Statement has been prepared on behalf of The Daylesford Trust, in support of a full application for a residential development comprising 4no.apartments within a roof extension to 84-86 Oldham Street.
- 7.2 The principle of development is considered acceptable with the residential development supporting the strategic aims of Manchester City Council's planning policies and the incremental 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 proposed development will introduce a high-quality, distinctive addition to the existing development, together with other external improvements to the elevations. The proposals are sensitive to the heritage context of the site, and will make a positive contribution to the wider streetscene.
- 7.4 The application is accompanied by a range of technical reports which successfully demonstrate that there are no technical reasons for development not to be permitted.
- 7.5 The application submission therefore successfully demonstrates that the site is a suitable location for a roof extension to provide residential accommodation, with a number of clear benefits that will contribute to the delivery of sustainable development.

Appendix 1: Waste Management Strategy



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Please refer to GA Proposed Plans. Bins will be stored in an internal bins storage area.
Seperate bins for different waste streams will be provided.

The existing bin store on the ground floor will be retained.
Refer to the Proposed GA Plans for details.

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The store will have an external openable door to provide purge ventilation.

The store will comprise of hard surfaces which can be regularly cleaned.

Residents will transfer domestic waste to the bin stores. Collection crews will have access to the bin store to remove waste on collection day.



Appendix 2: Outline Construction Management Plan



Project:	84 - 86 Oldham Street, Northern Quarter, Manchester
Client:	The Daylesford Trust
Date:	01 May 2020

This document 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 detailed construction management plan (CMP). In accordance with MCC's Validation Checklist (2018), this document outlines the areas which will be covered within the full CMP. The provision of a detailed CMP which covers the scope agreed within this Outline document can be provided subject to a planning condition attached to any approval.

The construction phase will be carried out in a way which is efficient, and which causes least disruption to local residents, businesses, and highway users. It is proposed that a detailed CMP will cover the following aspects of the construction phase:

- Hours of site opening / operation;
- A Site Waste Management Plan;
- A plan layout showing areas of public highway agreed with the Highway Authority for use in association with the development during construction;
- The parking of vehicles of site operatives and visitors;
- Loading and unloading of plant and materials;
- Storage of plant and materials used in constructing the development;
- Construction and demolition methods to be used;
- The erection and maintenance of security hoarding;
- Measures to control the emission of dust and dirt during construction and;
- A scheme for recycling/disposing of waste resulting from demolition and construction works;
- A detailed programme of the works and risk assessments;
- Details on the timing of construction of scaffolding; and
- Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times.