

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
112658/FO/2016/N1	29th Jun 2016	22nd Sep 2016	Ancoats And Clayton Ward

**Proposal** Erection of a part 10, part 4 storey building to form 201 residential apartments with associated car parking, hard and soft landscaping, vehicular access from Old Mill Street and other associated works

**Location** Land Bounded By Old Mill Street, Weybridge Road, Coppersmith Road & New Islington Marina, Ancoats, Manchester, M4 6FD

**Applicant** Manchester Life Development Company & Glass Developments Ltd, C/o Agent

**Agent** Mr John Cooper, Deloitte LLP, 2 Hardman Street, Spinningfields, Manchester, M3 3HF

## **Description**

The application site is approximately 0.6 hectares and is located within the New Islington area of Manchester which is one of the City's key regeneration areas. The site is bounded by Old Mill Street to the south, Weybridge Road to the east, New Islington Marina to the west and Coppersmith Road to the North.

The topography of the site is uneven and currently split into two sections separated by an informal pedestrian through route linking Old Mill Street with Coppersmith Road. Both parcels of land are currently overgrown with vegetation and shrubs and there is hardstanding on the site from former uses. There is currently an electrical substation of the north eastern parcel of land which is anticipated to be removed and relocated should planning permission be granted. There is currently not vehicular or pedestrian access to the application site with the parcels of land secured by weldmesh fencing.

The surrounding area is a mixture of uses reflecting the edge of the City Centre location and the application sites location within the Ancoats and New Islington regeneration area. The area is currently in the process of transition with a series of new of developments in progress together with early examples of the regeneration initiatives.

To the north of the application site along Coppersmith Road and Weybridge Road which contains a range of two and three storey residential properties which are a mixture of new properties and older stock. To the west of the site is the New Islington Marina which is a purpose built marina area where a number of moorings can be obtained. To the south of the site is the Grade II listed Ancoats Dispensary which is a former Victorian hospital currently surrounded and supported by scaffolding.

Old Mill Street has been subject to change and renewal over the past 10 years with new public realm and tree planting. Also located along Old Mill Street is the New Islington medical centre. Beyond the Ancoats Dispensary are the Chips building,

Milners and Islington Wharf providing high, dense City Centre living along with Stubbs Mill which is currently being converted into office accommodation.

New Islington Free School has recently been completed and is now open along Redhill Street which will provide a new primary school for the area.

The site is well located to public transport with the New Islington tram stop being located some 300 metres from the application site. In addition, the site is within walking distance of the heart of the City Centre where there is access to a range of public transport nodes, shop, services, amenities and leisure activities.

The application is seeking planning permission for the erection of a part 10, part 4 storey building to form 201 residential apartments with associated car parking, hard and soft landscaping, vehicular access from Old Mill Street and other associated works.

## Consultations

**Local residents/public opinion** – Four letters of objection have been received in respect of this planning application. The comments can be summarised as follows:

- The development of 10 storeys is out of context with all the surrounding buildings on Old Mill Street which are much lower in scale;
- The development is against policy H4 which seeks to create a mixed size developments with the priority for family housing. the development only has one 3 bedroom apartment per floor;
- There is insufficient car parking (including disabled parking) which in turn would put pressure on the surrounding streets;
- The development will reduce the light to the existing properties along Weybridge and Coppersmith Road and block the sun to the Marina area;
- The development will block light to the Chips building;
- There will be a loss of privacy from overlooking to the nearby residential properties;
- The elevations do not provide an interesting appearance;
- There will be dust and debris from the construction of this development on surrounding developments

**Strategic Development Team** – It is recognised that this application represents part of the ongoing regeneration of this part of Ancoats. The development meets the aspirations of the providing quality homes for economically active residents who wish to live in the City Centre. The development reflects the built form surrounding developments such as the Mills on Redhill Street and the ISIS towers by the Ashton Canal. The development provides a contrast to the lower density developments at Weybridge Road and further out to Miles Platting. On this basis, Strategic Development are supportive of this application.

**Highway Services** – It is accepted that the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

It is proposed that 64 car parking spaces, including 2 disabled, will be provided within the sites internal layout. The parking provision associated with the site equates to a 32% provision which is acceptable in principle for a location of this type. Information was requested with regards to the management of ad-hoc resident deliveries/house move events and short term resident pick up/drop off. Further information has been submitted to the satisfaction of Highway Services. The car parking layout should be formalised and demarcated.

Vehicular access to the site will be via a new left in/left out arrangement on Old Mill Street. Vehicles will be expected to utilise existing roundabouts either side of the separated carriageway arrangement in order to access the site. The proposed new access will require amendments to the adopted highway. It is recommended that all highway works, including design, materials, drainage etc are agreed via a new s278 agreement. The new access should also incorporate dropped kerbs and tactile paving.

A total of 122 secure cycle parking space are to be provided with dedicated cycle storage adjacent to the internal car park layout. This equates to a 60% provision which is acceptable in principle.

The applicant has provided a travel plan framework which is supported in principle. It is recommended that the applicant develops this document further upon occupation.

All elements of public realm should be agreed with the highways authority. A pedestrian route between Coppersmith Road and Old Mill Street requires to be stopped up. The proposed new pedestrian route will remain unadopted and this footway should be well lit and DDA compliant.

Servicing and waste collection is to be undertaken on the adopted highway via Weybridge Road which is acceptable in principle. It is recommended that servicing takes place outside of peak hours to reduce congestion on the highway network.

The draft construction management plan is acceptable. A detailed document should be submitted prior to works commencing.

**Environmental Health** – The information provided in respect of waste management is acceptable. We regards to noise insulation, the glazing specification shown is acceptable, however, in house ventilation has been proposed and it still needs to be demonstrated that this will achieve the internal noise criteria. Details of the plant will need to be agreed once this is known.

With regards to ground conditions, all of the information appears to be acceptable. The gas protection measures to be installed should be submitted prior to commencement and on completion of the scheme a completion verification should be submitted.

**Flood Risk Management Team** – SUDs have not been considered but underground tanks have. Further clarification was requested in this regard. It was noted that 20% increase in flows to accommodate for future climate change. At least 30% is required for a development of this nature. The 50% reduction is existing flow rates is

acceptable. It is understood that due to development there will be redistribution of the flows that are discharging into the public sewers, with an increase of flow getting into the sewer located in the Old Mill Road. As long as the overall reduction is kept at 50%, there are no further objections providing that United Utilities are in agreement as well.

Further information has now been received to the satisfaction of the Flood Risk Management Team.

**Greater Manchester Ecology Unit (GMEU)** – The site has low ecological value with most significant risk being impacts on the adjacent New Islington Marina. All ecological issues can be resolved by condition and or informative.

The site is adjacent to the New Islington Marina which is hydrologically linked to the Rochdale Canal SBI and Rochdale Canal SSI and SAC. The risks to the latter are, however, negligible with the statutory section being several miles ‘upstream’ with a number of locks in between.

The risk to the SBI is primarily during construction when debris, dust and pollutants could enter the Marina and therefore also the canal. The applicant has acknowledged this risk and agreed to put measures in place. This should therefore be a condition of the planning approval.

The risks to protected species is negligible. Surveys have demonstrated that none are present. Floating water plantain is the most likely species to be present has not been found during grapnel surveys of the New Islington Basin and has not been recorded by other surveys carried out by other developers. As noted, the New Islington Marina is relatively new and floating water plantain whilst present in the Rochdale Canal has not been recorded in the Manchester section of the canal since navigation was restored. As the basin will be protected during construction and lies to the north, impacts should be minimal.

The site was assessed as having only low bird nesting potential. This assessment is acceptable. However, little ringed plover has been recorded on the site. As such, there should be no site clearance during bird nesting season unless a suitably qualified person has assessed the site as having no active birds nests.

Overall the site is only of low ecological value and the landscaping scheme proposed can mitigate for any losses.

**Neighbourhood Services (Trees)** – There are no trees on the application site. There is an avenue of very high amenity value growing as highways trees planted along Old Mill Street and running parallel to the proposed development site. These trees can be seen from the adjacent highway and are overlooked by a number of apartments on the adjacent development to the south.

The landscape has now nearly full matured is a well designed section of public realm. The proposal seeks to remove two trees, T8 and T9 to facilitate the construction of a new access road to serve the proposed car park. This misses the opportunity to use the gap between T12 and T13.

It is recommended that the car park entrance is redesigned accordingly to minimise the impact on the existing tree coverage which are all worthy of protection by a tree preservation order. If the two trees are removed, it is expected that two trees of similar size and species to those removed be secured and planted as suitable mitigation.

It should be noted that the arboricultural section does resist the removal of these trees.

**Environment Agency** – It should be demonstrated that the ground conditions are adequately dealt with.

**Design for Security at Greater Manchester Police** – The proposed development should be designed and constructed in accordance with the recommendations contained within the Crime Impact Statement and a planning condition should be used to reflect this.

**Historic England** – The application should be determined in accordance with national and local policy guidance.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – The application is supported by an archaeological desk based assessment. The study identifies that the site was undeveloped until near the mid 19<sup>th</sup> Century. The Church of St Jude was not established until 1866 and the report concludes that there is no documentary evidence to suggest that burials were undertaken there. The early and important industrial archaeology complex of the Molyneux and Webb Glass works lay just outside the northern edge of the proposal area so its archaeological remains will not be directly impacted on. Some mid 19<sup>th</sup> Century housing lay in the eastern part of the development site, but this is not the type of workers housing that warrants detailed archaeological investigation.

GMAAS consider therefore that, on balance, the site contains very limited archaeological interest and that no further archaeological mitigation is required.

**Canal and River Trust** – The main issue for the trust as statutory consultee is the potential risk of pollution entering its waterway. A condition should therefore be used in order to minimise the risk of any pollution entering the waterway during the construction or operation of the proposed development. In addition, whilst the canal basin and park adjacent to the site are not owned by the trust, it is advised that in general terms ground floor residential accommodation adjacent to waterway paths can give rise to issues concerning residential amenity and privacy.

**Manchester Conservation Areas and Historic Buildings Panel** - The Panel expressed disappointment in the design and felt that the height, scale, elevational treatment and materials are all of concern.

The Panel felt that the height and substantial nature of the main building block would have a negative effect on the listed Ancoats Dispensary. The Panel felt that it was a very large building that was out of context and suggested that the Dispensary should be the most dominant building in this area.

The Panel was not convinced by the design which they felt was very ordinary and not at all responsive to its context. They felt that it lacked any connection with anything around it.

The Panel felt that many of the projects that they had commented on recently in Ancoats had been given a lot more thought and had gone through a more thorough design process, which this seemed to lack.

The Panel thought that the palette of materials and their different colours and configuration was confusing and lacking in discipline. They also noted reference to a 'brick like' panel which they flagged up as a concern over the quality of materials as well as a concern that the design hadn't been fully resolved.

The Panel felt that the building should be broken down into smaller blocks to allow greater visual connection to the canal basin, perhaps with a more sculptural form.

The Panel in general thought that the design was poor and should be substantially improved. They observed that the quality of new development in the area has set a high standard that should be followed through to this site and this will complement the setting of the canal basin and listed Ancoats Dispensary.

**Interest** - Members of the Committee are advised that the City Council has an interest in this application site as landowner. However, the Committee must disregard these interests and exercise its duty as Local Planning Authority only.

**Publicity** - The proposal, by virtue of the size of the site and floor space created, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest and affecting the setting of a Conservation Area and Listed Buildings. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

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

The nature of the proposal falls within "Urban Development Projects" being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there will not be significant environmental impacts associated with the proposed development and therefore an Environmental Statement is not required.

## **Policy**

### **The Development Plan**

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

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

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

### **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

Policy SP1 '*Spatial Principles*' states that one of the key spatial principles is the emphasis on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment.

All development should have regard to the character, issues and strategy for each regeneration area – in this case East Manchester. In addition, new development will be encouraged that maximises the potential of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The policy goes on to state that development in all parts of the City should:

- Make a positive contribution to neighbourhoods of choice including;
  - Creating well designed places that enhance or create character.
  - Making a positive contribution to the health, safety and well being of residents;
  - Considering the needs of all members of the community;
  - Protect and enhance the built and natural environment.

- Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

The proposed development is considered to be in accordance with policy SP1 in that a high quality residential development will be provided that contributes towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with protecting the historical context.

Policy EC3 '*The Regional Centre*' states that housing will be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.

The proposal is considered to be in accordance with policy EC3 as it will provide a dense residential development thus contributing towards the City housing growth.

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

- Improve choice by developing alternatives to the car;
- Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car;
- Improve access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in public life;
- Improve pedestrian routes and the pedestrian environment;
- Improve and develop further Manchester's cycle network;
- Contribute to improvements to the extent and reliability of the public transport network through safe and attractive waiting facilities, better priority and information provision,
- Would reduce the negative impacts of road traffic.

The proposal is considered to be in accordance with policy T1 as the development is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 '*Accessible areas of opportunity and needs*' states that the Council will actively manage the pattern of development to ensure that new development:

- Is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections;



- Is easily accessible by walking, cycling and public transport; connecting residential to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including – links with East Manchester to employment locations such as Eastlands.

Applications should include appropriate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

This planning application is accompanied by a transport assessment and travel plan which demonstrates that the proposal will have a minimal impact on the local highway network and will encourage other forms of transport.

Policy H1 '*Overall Housing Provision*' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that 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;
- Reflect the spatial distribution set out above which supports growth on previously developed site in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

The development will form a dense residential scheme within an area that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the building along with prioritising the re-use of a previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation sizes. Given the proposal is for privately rented accommodation, it

is expected that the proposal will be attractive to young professionals wishing to share. The accommodation is generous in size with one bedroom apartments measuring 49 sqm, two bedroom apartments ranging between 70 sqm and three bedroom apartments measuring 89 sqm.

Policy H2 '*Strategic Housing Location*' states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal is considered to comply with policy H2 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H4 '*East Manchester*' states that over the lifetime of the Core Strategy, the area will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats and New Islington.

The proposal is considered to comply with policy H4 in that it will provide a dense residential development in an area of the City that is expected to accommodate residential growth.

Policy H8 '*Affordable Housing*' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will not provide provision for affordable housing and will provide private accommodation for rent as part of diversifying the area and offering housing choice.

Policy EN1 '*Design principles and strategic character areas*' states that all development in Manchester will be expected to follow the seven principles of urban

design. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes. Proposals for new development must clearly detail how the proposed development addresses the design principle, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategic objectives.

The proposed development is considered to be a high quality scheme in terms of its design and appearance and will enhance the regeneration of the area.

Policy EN3 '*Heritage*' states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre.

New developments must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains.

Proposals which enable the re-use of heritage assets will be encouraged where they are considered consistent with the significance of the heritage asset.

The proposal has been designed to preserve the setting of the adjacent Listed Buildings and Conservation Area and removes a vacant site in a key regeneration area. The proposed building is considered to be a high quality addition to the area reflecting the key characteristics of the area in terms of siting, scale, massing and materiality.

EN4 '*Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development*' states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO<sub>2</sub> emissions and rising fossil fuel prices, through the following actions:

All development must follow the principles of the energy hierarchy being designed to:

- Reduce the need for energy through design features that provide passive heating, natural lighting and cooling;
- To reduce the need for energy through energy efficient features such as improved insulation and glazing;
- To meet residual energy requirements through the use of low or zero carbon energy generating technologies

Policy EN5 '*Strategic areas for low and zero carbon decentralised energy infrastructure*' states that with the regional centre (which includes the application site) will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 '*Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies*' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The development is considered to comply with policies EN4 – EN6 in that clear consideration has been given to how the buildings functions to reduce overall energy demands. The building fabric is considered to be high quality and will allow energy costs to remain low.

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

The proposal seeks to remove trees from the application site. Although some of the trees are in a good condition, and contribute to the setting of the Conservation Area, the overriding public benefits of developing this site outweigh their loss. The applicant's wider portfolio of sites will ensure there are enhancements in green infrastructure as a whole within the Ancoats and New Islington Area.

Policy EN14 '*Flood Risk*' states that all new development should minimise surface water run off. In addition, an appropriate Flood Risk Assessment (FRA) will also be required for all development proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water run off from the site and a scheme will be agreed which minimises the impact from surface water run off.

Policy EN15, '*Biodiversity and Geological Conservation*', states that developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

The application site is not considered to be of high quality in ecology terms and therefore no mitigation is required.

Policy EN16 '*Air Quality*' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality.

Policy EN17 '*Water Quality*' states that developments should minimise surface water run off and minimise ground contamination into the watercourse. Consideration has been given to minimising the impact of the adjacent canal particularly during construction.

Policy EN18, '*Contaminated Land*', states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant

has provided provisional details relating to ground conditions. Further investigative work will be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 'Waste' states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled. The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles.

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

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

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

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

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

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

DC7 '*New Housing Development*' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

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

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

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

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

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

The proposal has been designed to respect the setting of the Conservation Area and adjacent Listed Buildings along with maintaining established views around the application site and road network. The extent of the demolition work has been given due consideration and it is considered that although the buildings have some significance this has been reduced through extensive alterations over the years. In addition, the public benefits of redeveloping the site outweigh the retention of the building.

DC19 '*Listed Buildings*' - In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:

- a. not grant Listed building consent for the demolition of a listed building other than in the most exceptional circumstances, and in any case, not unless it is satisfied that every possible effort has been made to continue the present use or to find a suitable alternative use;
- b. not permit a change of use of a listed building, where it would have a detrimental effect on the character or appearance of the building;
- c. not permit any external or internal alteration or addition to a Listed building where, in its opinion, there would be an adverse effect on its architectural or historic character;
- d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;
- e. permit demolition only where there are approved detailed plans for redevelopment and where there is evidence of a firm building contract;
- f. not permit alterations to a listed building which would prevent the future use of any part of the building, in particular upper floors or basements, or where poor maintenance is likely to result.

Saved policy DC26, *Development and Noise*, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

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

### **Other material policy considerations**

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

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

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

#### Draft Manchester Residential Quality Guidance (July 2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the



guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

#### Ancoats and New Islington Regeneration Framework (2014)

The framework was adopted by the City Council's Executive in 2014 and is now a material consideration in the determination of planning applications.

The document details that there are a number of character areas and the application site falls within '*The New Islington Neighbourhood*'.

The framework acknowledges that the application site falls within a transition area with the land adjacent to Cotton Park are more appropriate for taller buildings and higher densities whilst the area to the east of Weybridge Road is low rise in scale. The documents goes on to states:

*'New development will therefore need to take into account this transition in scale and consider...the impact of new developments upon the amenity of local residents'*.

The framework also provides a number of key actions and priorities which include:

- encouraging the redevelopment of vacant and underutilised sites with new residential uses;
- support development sufficient in scale to improve levels of activity and create spatial definition next to the park;
- Design new building to integrate with low rise neighbourhoods to the east;

#### City Centre Strategic Plan 2015-2018 (March 2016)

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

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

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

*Indeed the strategic plan states that the growth of the City Centre “has contributed additional residential accommodation, commercial property and leisure destinations, and these locations (together with others) have clear potential to contribute to the City Centre offer: their relationship with, and proximity to, existing concentrations of activity demands their inclusion with the City Centre boundary. The expansion of the City Centre boundary to incorporate edge of centre neighbourhoods and developments will increase a population that has already trebled over the last decade and subsequently further enhance the City Centre economy”*

It is therefore clear that from this document that the expansion of the City Centre boundary to include areas such as New Islington is vital in terms of delivering upon the City’s growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that New Islington can play in terms of delivering residential growth and providing a higher quality residential offer in line with the regeneration framework. Indeed, the strategy recognises that by incorporating new areas within the City Centre boundary it will allow for better linkages with the communities of North Manchester to the City Centre along with providing a catalyst that can drive further residential development in these areas.

As a result, one of the key priorities for the Northern Quarter is to “*explore options to develop connections to Ancoats/New Islington and New Cross, spreading the creativity of the Northern Quarter eastwards and also maximising the opportunities presented by the growing communities in those areas”.*

#### Manchester Strategy (January 2016)

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

#### East Manchester Strategic Regeneration Framework (2008-2018)

The Eastlands Strategic Regeneration Framework (SRF) was revised in November 2007. It identified the progress made in East Manchester since 2001 but also sets out the strategic direction for the next 10 years in order to continue the holistic regeneration of the area.

A key objective of the framework is to increase local employment opportunities by attracting investment. East Manchester is seen as a major investment location with a

key role in the development of a complete City region, in order to become one of the premier destinations for new investment and leisure visitors in the North West. Investment in the public realm and creation of high quality buildings will also assist in improving the image of the area.

### National Planning Policy Framework

The central theme to the NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role (paragraphs 6 & 7).

Paragraph 8 of the NPPF goes on to state that these roles should not be undertaken in isolation:

*“...to achieve sustainable development, economic, social and environmental gains should be sought jointly and simultaneously through the planning system”*

Paragraph 9 of the NPPF states that pursuing sustainable development involves seeking positive improvements in the quality of the built, natural and historic environment as well as in people's quality of life. This includes making it easier for jobs to be created in cities.

Section 4 outlines the Government's objectives in respect of promoting sustainable transport, in particular developments should be supported that exploit opportunities for the use of sustainable transport modes for the movement of goods or people.

Section 7 'Requiring Good Design' outlines the Government's expectations in respect of new developments:

*“The Government attaches great importance to the design of the built environment. Good design is a key aspect of sustainable development, is indivisible from good planning, and should contribute positively to making places better for people” (paragraph 56)*

Paragraph 58 states that local plans should develop robust and comprehensive policies that set out the quality of development that will be expected for the area. In particular, 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;
- Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;
- Respond to local character and history, and reflect the identity of local surroundings and materials, whilst not preventing or discouraging appropriate innovation;
- Are visually attractive as a result of good architecture and appropriate landscaping.

Paragraph 59 goes on to state that:

*“Local planning authorities should...concentrate in guiding the overall scale, density, massing, height, landscape, layout, materials and access of new development in relation to neighbouring buildings and the local area more generally”*

Paragraph 63 of the NPPF also states that great weight should be given to outstanding or innovative design which helps raise the standard of design more generally in the area.

Paragraph 65 goes onto to state that buildings which are incompatible with an existing townscape but are of high level of sustainability in general can be supported if mitigated by good design.

Section 12 outlines the Governments objectives in terms of conserving and enhancing the historic environment. Paragraph 128 states that in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes or has the potential to include heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

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.

Where there is evidence of deliberate neglect of or damage to a heritage asset the deteriorated state of the heritage asset should not be taken into account in any decision.

In determining planning applications, local planning authorities should take account of:

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 132 goes on to state 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, park or garden should be exceptional. Substantial harm to or loss of designated heritage assets of the highest significance, notably scheduled monuments, protected wreck sites, battlefields, grade I and II\* listed buildings, grade I and II\* registered parks and gardens, and World Heritage Sites, should be wholly exceptional.

Paragraph 133 states 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 loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- the nature of the heritage asset prevents all reasonable uses of the site; and
- no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- conservation by grant-funding or some form of charitable or public ownership is demonstrably not possible; and
- the harm or loss is outweighed by the benefit of bringing the site back into use.

Paragraph 134 states 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.

Local planning authorities should not permit loss of the whole or part of a heritage asset without taking all reasonable steps to ensure the new development will proceed after the loss has occurred.

Local planning authorities should look for opportunities for new development within Conservation Areas and World Heritage Sites and within the setting of heritage assets to enhance or better reveal their significance. Proposals that preserve those elements of the setting that make a positive contribution to or better reveal the significance of the asset should be treated favourably.

Promoting healthy communities is an integral part of delivering the Government sustainable vision; this includes creating safe and accessible environments where crime and disorder do not undermined quality of life. In addition, there should be high quality public spaces.

Meeting the challenge of climate change is also important part of the NPPF. This includes supporting energy efficient developments as part of a low carbon future. In addition, areas at risk of flooding should be avoided. Conserving and enhancing the

natural environment is also a key consideration and efforts should be made to increase biodiversity at development sites.

Paragraphs 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

### National Planning Policy Guidance (NPPG)

The relevant sections of the NPPG are as follows:

*Open space, sports and recreation facilities, public rights of way and local green space* states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

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

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

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

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

*Design* states that where appropriate the following should be considered:

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

- materials – what a building is made from

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

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

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

### **Other legislative requirements**

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

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

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

### **Issues**

#### **Planning History**

**067144/00/NORTH1/03** - OUTLINE APPLICATION Mixed use development incorporating approximately 1400 homes, 2,100sqm of retail space, 10,600 sqm of office space, new waterway and lagoon, primary school and health centre at Land bounded by Rochdale Canal, Ashton Canal, Weybridge Road and Woodward Road, Ancoats

## **Principle of the redevelopment of the site and contribution to regeneration**

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the City between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice. There is currently a mismatch between supply and demand for suitable accommodation to meet the growing population of the City.

The application site is located within the Regional Centre, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012) along with being located within the expanded City Centre boundary as defined by the City Centre Strategic Plan. Policy SP1 states that areas such as the application site will be the focus for economic and commercial development, retail, leisure and cultural activity along side high quality city living. Policy H1 goes on to state that the Regional Centre is a priority area for residential schemes in order to support regeneration and drive regional growth.

The Ancoats and New Islington Development Framework specifically states that the application should be redeveloped for housing as part of supporting the ongoing redevelopment and renewal of the area. In addition, the area is strategically important in terms of the City Centre Strategic Plan as part of helping to support City Centre growth and linking the growth of the City Centre to the fringes and beyond.

In order to meet the objectives of these policies, this proposal seeks to create 201 residential units. As a result, this development will contribute to delivering 30% of new residential development in East Manchester.

Policy H1 also seeks to ensure good quality family housing. Whilst this specific proposal will be a private rental scheme, the proposal does offer the opportunity to provide 10 x 3 bedroom apartments and 127 two bedroom apartment. This type of accommodation could be attractive to families particularly given their sizes.

The application site is also previously developed and therefore provides an opportunity to redevelop this vacant site within this regeneration area, as required by policies SP1 and H1 of the Core Strategy and the development framework.

A proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1, H4 and EC3 of the Core Strategy along with the principles and aspirations outlined in the Ancoats and New Islington Development Framework. The proposal also has the support of the Strategic Development Team.



In terms of regeneration benefits, policies SP1 and EC1 seek to support developments in the City which consider the needs of all the community and their wellbeing along with contributing to economic growth. This includes demonstrating the employment generating potential of developments for local people and promoting good health and community cohesion. Such an approach is a key consideration within the NPPF which outlines the Governments desire to secure economic growth in order to create jobs and prosperity along with securing the wellbeing of communities.

The applicant has considered the socio-economic benefits of the proposed development along with the other developments that will be brought forward as part of the applicant's residential portfolio. This details the benefits of the proposal in terms of its ability to create direct and indirect job creation from both construction and operations of the development.

The level of expenditure that will be created from the construction process of this development, and others, will allow the applicant to work with construction companies to provide apprenticeships and training/employment opportunities for local residents.

The applicant predicates that across their development interest the following full time equivalent construction jobs and apprenticeships will be created:

- 2015/2016 – 446 jobs and 22 apprenticeships;
- 2016/2017 – 766 jobs and 38 apprenticeships; and
- 2017/2018 – 211 jobs and 11 apprenticeships.

There will be a range of jobs that will be available including design and project management as well as core trade skills in the construction industry.

Furthermore, the applicant has formed the *Manchester Life project apprenticeship (MLPA)* which will provide local young people, who are based at Manchester College, the opportunity for work experience along side formal qualifications. The apprentices will have the opportunity to work in a variety of disciplines within the project area and partner organisations will be asked to support the MLPA programme by employing one apprentice through this programme. This will provide them with a 2 year paid placement and covering education costs.

There will also be opportunities for targeted apprenticeships with construction companies along with assisted employed along with working with supply chains to ensure that wherever possible employment opportunities are advertised across the City and with employment agencies which can target communities and schools.

It is recommended that this forms part of the conditions of the planning approval.

### **Material planning considerations**

Whilst the principle of the development is consistent with planning policy framework, there are detailed matters that require particular attention. This report will therefore

consider the following material considerations and determine whether any undue harm will arise as a consequence of the development:

- Affordable housing;
- Visual amenity;
- Impact on the historic environment ;
- Ecology;
- Tree removal;
- Effect of the development on the local environment and existing residents
- Effect of the development on the proposed residents
- Landscaping and amenity space /boundary treatment/public realm
- Impact on the highway network/car parking
- Flood Risk/surface drainage
- Flood risk/surface water;
- Sustainability;
- Designing out crime;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

### **Affordable Housing**

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on site of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable.

The supporting SPD to this policy states that there are exemptions to the policy where either a financial viability assessment is conducted that demonstrates that it is not viable to deliver affordable housing or a proportion, or where material considerations indicate that intermediate or social rented housing would be inappropriate.

The criteria that might qualify development for exemptions that are of relevance in this instance include:

- that inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Framework, planning frameworks or other Council approved programmes.
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

The proposal will consist of properties that will be available through the private rental system (PRS). As such, it is considered the proposal would meet an existing housing need in this part of the City particularly as there is an adequate supply of socially rented accommodation. The need, in this instance, and to comply with

policy, is for high quality privately rented accommodation for young professional and families.

Furthermore, the site has been vacant for a considerable period of time and in order to achieve a high quality development, in terms of design, materials, space standards and amenity space this raises issues of viability of the overall scheme. The applicant has provided a viability appraisal for the development. This has been assessed by the City Council and it demonstrates that the proposed scheme is viable, in its current form, and is capable of being delivered.

A high quality PRS scheme in this key regeneration area will assist in diversifying the housing market in this area which is predominately socially rented or privately owned.

Furthermore, this proposal will bring substantial regeneration benefits to the area by developing an under used site which no longer contribute to the vitality and viability of the area.

On this basis, the proposal is in accordance with the Council's approved guidance in relation to affordable housing. This type of accommodation which, as noted, will diversify the housing offer is also fully supported by the principles embedded in the Ancoats and New Islington Neighbourhood Development Framework.

### **Residential development - density/type/accommodation standards**

The proposal will provide 201 residential units within the development. This represents a development of 335 units per hectare. Policy H1 states that developments of over 75 units per hectare will be appropriate on sites in the City Centre and in the Regional Centre. Whilst this development is considered to represent a dense form of development, it is considered appropriate given the character of the area given its location on the City Centre fringe.

In terms of the type and standard of accommodation, policies SP1, H1, H2 and H4 of the Core Strategy seek to ensure that the right type and standard of accommodation is created in the City. Recently, the City Council's Executive adopted interim space standards for new accommodation to ensure that a minimum standard of accommodation is created across the City. This is also now become embodied within the draft residential design guide.

The break down of accommodation and sizes within the development is as follows:

- one bed apartments – 64 (32%) 49 sqm;
- two bed apartments – 127 (63%) 70 sqm;
- three bed apartments – 10 (5%) 89 sqm.

The mixture of apartment sizes is considered to be acceptable, particularly as the predominant apartment type is two bedroom accommodation. The apartments also broadly comply with the interim space standards which is welcomed.

The apartments will be privately rented (PRS scheme) and operated by a management company appointed by the applicant. It is considered that this will help

meet the growing demand for high quality privately rented accommodation in this part of the City. This in turn will help diversify the tenure in the local area with the accommodation being particularly attractive to young professionals wishing to share. However, the availability of 2 and 3 bedroom accommodation within the development could also be attractive to families wishing to rent in close proximity to the City Centre and enjoy the local amenities.

It is recommended that a condition of the planning approval requires that a management strategy is agreed as part of the approval. This will seek to understand the management and lettings policy of the development in order to ensure that the development positively contributes to the area as part of providing neighbours of choice. In addition, this will also ensure that the development is well managed and maintained as well as providing residents with an opportunity to be long standing parts of the Ancoats community.

The Strategic Development Team are supportive of the proposal and therefore it is considered that the development complies with policies SP1, H1, H2, H4 and DM1 of the Manchester Core Strategy along with meeting the aspirations of the Ancoats and New Islington Framework. Consideration will be given below to how this level of density fits within its context to ensure compliance with the Guide to Development in Manchester SPD and the neighbourhood framework.

### **Visual amenity**

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester and the draft residential design guide, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

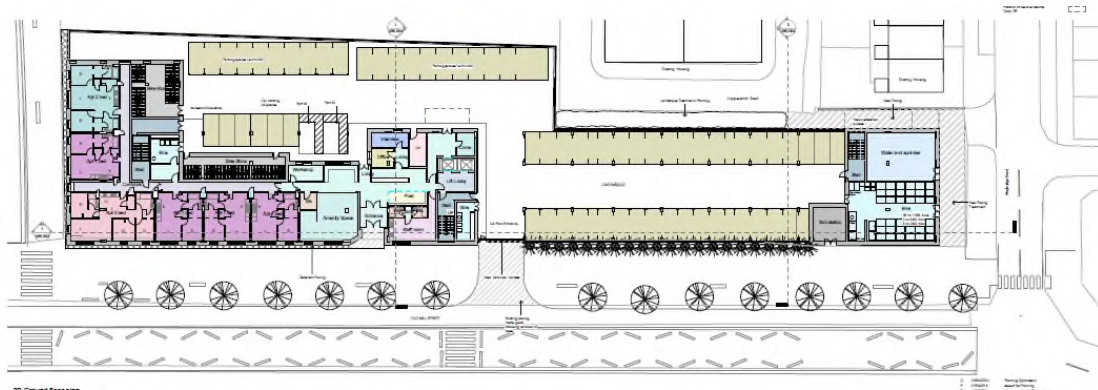
The application site falls within character area B 'New Islington Neighbourhood' within the Ancoats and New Islington Development Framework. This document highlights some key development principles which should be adhered to which include ensuring that vacant sites are used and ensuring that the scale of developments responds appropriately to the low rise existing neighbourhoods to the east.

The siting and layout of the development has sought to maximise the relationship with Old Mill Street and the adjacent Marina area. The unadopted footpath that currently splits the site will be closed and the site will be consolidated in order to optimise the footprint of the application site. There is currently no distinctive building line to this section of Old Mill Street and therefore the proposed building has been sited along the edge of the existing public realm to provide a strong frontage to the road whilst providing a buffer to the residential properties along Coppersmith Road.

The building is arranged on the plot in an 'L' shape which successfully addressed the Marina frontage as well as Old Mill Street. This will also activate the Marina pedestrian footway which will ensure that the overall security and natural surveillance is improved.

The main vehicular and pedestrian entrance to the premises will in the mid point of the building via Old Mill Street which will enliven the street scene by providing footfall along this frontage. There will be a lobby and communal area which will also have windows overlooking the street. The composition of the ground floor of the premises will be apartments and the ground floor car parking area. This will result in windows overlooking the Marina area and a section of Old Mill Street with the remainder of the elevation comprised of a mesh system to ventilate the car parking area. Whilst this will result in only half of the ground floor front elevation of the building being activated, the overall composition of the ground floor provides an appropriate balance between active frontage and offering a viable car parking solution.

The upper floors of the building will be arranged with apartments and the core rooms for refuse storage. This ensures that all aspects of the elevations will be have windows providing an outlook over the public spaces below.



### *Proposed layout of the development*

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. In addition, the development framework advises that any developments within the New Islington Neighbourhood should respond to the low scale developments in the area.

The applicant considered a variety of scale and massing options for this site and determined that the most appropriate form of development was two distinctive elements, a four storey element (15 metres) and a ten storey element (32 metres).

The surrounding context provides a wide variety of developments of differing scale. Immediately to the north of the application site are two and three storey properties. Beyond this area are a series of 8, 9 and 10 storey residential blocks currently under construction by the Marina. The Mill Building of the Ancoats Conservation Area are situated along Redhill Street. Along Old Mill Street are the health centre and the Ancoats Dispensary which have a scale of two and three storey respectively. Beyond the Dispensary at the much taller buildings of Chips and Milners Wharf.

It is recognised that a building of this scale will mark a change in the street scene from the existing low rise buildings on the site. However, it is considered that the proposal responds appropriately to its context and that of the development framework.

The 10 storey element will provide a strong frontage to the Marina area and to Old Mill Street, and reflects the other taller buildings which are also under construction in the Marina, whilst reducing in height to four storey to respond positively to the nearby residential properties and the Listed Dispensary. It is considered that the scale of the development is appropriate for the area and reflects the aspirations of the development framework.

The siting of the building, combined with its height, will contribute to place making by bringing new residents to the neighbourhood. In terms of design and architectural quality, policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

A robust palette of materials has been chosen with the predominant materials being dark brick slip for the four storey element of the building and a series of lighter toned coloured metal panels for the 10 storey element. It is anticipated that the panels will have a degree of reflection to accentuate their differing colour and to reflect light and provide a feature against the Marina.

This simple arrangement of materials accentuates the taller element of the building without it feeling overbearing with the staggering of the scale to being responsive the need to mark a transition in area. There will also be a central horizontal band of coloured cladding to articulate the step up from the four storey element of the building to the ten storey section.



*View of the development along Old Mill Street adjacent to the health centre and Marina*

There is no distinctive architectural style in the immediate area with the Dispensary marking the only older, more traditional building in the street scene. As such, it is considered that the proposal complies with the spirit of policies EN1 and EN2 in that it the siting, layout, scale and appearance of the development is of a high quality, contributes positively to the regeneration of New Islington whilst respect the adjacent Listed Building.

The materials chosen reflect the desire to emphasise the taller elements of the scheme whilst responding to the listed building with a more robust material such as brick. The window arrangement breaks up the elevation to provide a high quality façade.

It is recommended that a condition of the planning approval should be that the materials are agreed to ensure that they are of sufficiently high quality.

### **Impact on the historic environment**

Policy EN3 of the Core Strategy, along with section 12 of the NPPF, states that consideration must be given to the impact of new developments on heritage assets. The desire to have special regard to the desirability of preserving the setting of listed buildings and conservation areas is also replicated with the Listed Buildings Act.

The application site is not located in a Conservation Area. The nearest Conservation Area is Ancoats and is located to the north of the application site.

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

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

Although the area is dominated by the mill buildings, the Conservation Area also contains other Listed Buildings of differing character. The Victoria Square housing and St Peter's Church represent some of these other key buildings. These buildings have a different style of architecture than the mill buildings in form, scale and appearance. It is considered that these Listed Buildings, along with other older non listed buildings, provide a rich, often contrasting, mix of architectural styles along side the dominant mill buildings.

It is considered that there will be long ranging views towards the Conservation Area from the application site, however, it is not considered that there will be any harm to the setting of the Conservation Area.

In terms of Listed Buildings, the only building which is deemed to be affected by the development is the former Ancoats Dispensary which is a Grade II Listed Building located on the south side of Old Mill Street opposite the application site on the eastern side. The dispensary was constructed between 1872 and 1874 and was extended in 1891. The original (and remaining building) is still present at the site today.

The building is gothic style in red brick with polychrome bands and steeply pitched slate roofs. The building is three storey with a basement and the centre bay of the building is treated as a tower with 2 centred arched doorway with the words '*Ancoats Hospital*' with a further arch inscribed '*Ardwick and Ancoats Dispensary*'.

In terms of the significance of the Dispensary, it is historically and socially important as an example of a hospital/dispensary formed by a charitable movement as a means to provide health care and assist to overburden Manchester Infirmary.

The building is also considered to have architectural significance associated as an example of early hospital accommodation and its aesthetic brick work. It is noted, however, that the interior of the building and its roof have now been lost with the building being secured by scaffolding.

Although the New Islington Area has no formal designation, the area itself is socially and historically significant. Although largely cleared of any buildings of any historical significance (with the exception of the Dispensary) the area comprised a number of industrial uses including glass smelting. The Church of St Jude (built in 1866) was located at the application site on the corner of Old Mill Street and Weybridge Road.



The area was cleared of its industrial development by 1974 when the Cardroom Estate was built and in recent years has been the subject to several regeneration initiatives to bring modern housing to the area. This regeneration has rejuvenated the area whilst respecting the historical context.

In order to determine the impacts of this development on the historic environment the applicant has provided a heritage statement and a detailed design and access statement as part of their application which specifically examines the impact and contribution the proposal will have on the historic environment, most notably the Listed Dispensary.

It is not considered that the development will affect the setting of the Conservation Area. Whilst the construction of the development will affect long ranging views into the Conservation Area from Old Mill Street, this is not considered to constitute any degree of harm given that views towards the Conservation Area will remain from other positions along Old Mill Street across the Marina. It should also be noted that the site has long been designated to come forward for development as part of the various masterplanning for the area.

Whilst the setting of the Conservation Area will largely be preserved, it is the impact as a result of the close proximity of the Dispensary where any impacts could be considered to be more acute. The scale of the proposed development will largely be 10 storeys with a reduction in height to 4 storeys to the properties near Coppersmith Road. The reduction in the height of the building also assists in the building responding to the height of the Dispensary and provides a degree of openness to the setting of the Listed Building. In addition, the applicant has chosen brick for the 4 storey element of the building which responds well to the more traditional brick of the Dispensary and a lighter coloured cladding for the taller elements to mark the change in the scale of the building and respect the materiality of the Listed Building by ensuring that the materials and their colour do not compete with the Dispensary.

With regards to the impact on the setting of the Listed Building, given the separation of the application site from the Dispensary by Old Mill Street this will retain a physical gap between the two buildings thus preserving any views of the Dispensary looking in either direction from Old Mill Street. The view of the Dispensary from the Marina and Coppersmith Road will largely be obscured by the development, however, it should be noted that any building of scale above 3 storeys would have largely the same effect.

The impact is therefore considered to be '*less than substantial*' as defined by paragraph 134 of the NPPF in that the historic environment will remain largely legible and understood but due to the overall scale of the development, and its relationship to the historic environment, certain historical features will no longer have the prominence in the street scene or within certain views.

It is considered that the proposed development suitably mitigates against this low level harm that will arise through the public benefits that will be derived from the elimination of a poor quality site within a key regeneration area which currently has a negative impact on the surrounding area particularly Old Mill Street and the setting of the listed building. Indeed, the proposed building provides the opportunity to create a

new landmark building with the New Islington and along this section of Old Mill Street which is one of the main roads into this part of New Islington.

The siting of the building and the site layout responds positively to the road frontage thus contributing towards to the creation of a sense of place. Furthermore, a distinctive form of high quality architecture will be created at the application site with the use of high quality materials which will respond positively to the scale and form of the building. The street scene will be enlivened with active frontages and enhance public realm providing positive setting to the Listed Building opposite.



*View of the building along Old Mill Street with the Ancoats Dispensary and low rise residential properties*

As such, it is considered that the proposed building complies with paragraph 131 of the NPPF in that the proposal will make a positive contribution to area and the historic environment by enhancing and sustaining its significance along with making a positive contribution to the character of the area by promoting a development which is distinctive. Indeed, it is considered that the proposal actually makes a positive contribution to the setting of the Listed Building, though the elimination of a vacant site with a building which helps to define the street scene, thereby better revealing its significance (as directed by paragraph 137 of the NPPF).

It is therefore concluded that the proposal complies with policy EN3 and saved policies DC18 and DC19 of the UDP in that the development will broadly enhance

the historic environment and where there is a degree of harm this is outweighed by the overriding positive impacts this development will bring to the regeneration of New Islington.

### **Archaeology**

An archaeology statement has been prepared in support of this planning application. This has identified moderate potential for the survival of archaeological remains from 19<sup>th</sup> Century. The remains are likely to be of low to medium significance. There has historically been a church at the site (Church of St Jude), however, this does not have any associated burial ground.

GMAAS have considered the contents of the report and have determined that the site contains very limited archaeological interest. On that basis they consider that no further archaeological mitigation is required.

### **Ecology**

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

The report concludes that there are no statutory designations located within 2 km of the application site and as such there will be no impact on statutory designated sites. There are two sites of biological importance (SBI) identified within 2 km of the site such as the Rochdale and Ashton Canal which are 300 metres to the north west and 100 metres to south east of the site respectively. These SBIs are designated for floating water plantain and grasswack pondweed amongst other species.

In terms of the impact on the Ashton Canal SBI, the application site is separated from the canal by hardstanding and buildings. It is therefore concluded that there will be no impact on the Ashton Canal as a result of the proposed development.

With regards to the Rochdale Canal SBI, this is also separated from the application site by hardstanding and buildings resulting in no direct impact from the proposal in terms of shading.

The New Islington Marina is linked to the Rochdale Canal, however, surveys of the Marina suggest that the proposed development will not have any impact on the Marina, particularly with regards to grasswack or water plantain. Notwithstanding this, it is considered necessary to ensure that any construction impacts from the proposed development do not impact on the Marina. In line with the comments of GMEU and the Canal and River Trust, it is recommended that a construction management plan is agreed which specifically identifies measures to minimise the impact on the Marina area.

In terms of the impact on existing habitats, the applicant's ecology report considers that the site is suitable for breeding birds. As such, should site clearance take place

in bird nesting season, the site must be examined to determine if there is the presence of nesting birds. It is recommended that this forms a condition of the planning approval.

With regards to bats, the report considers that the application site is not of high value for bats. In addition, there were no other reptiles found at the application site.

On the basis of the above it is not considered that any additional survey work is required with Greater Manchester Ecology Unit concurring with the findings of the ecology report in that the site is of low ecological value and that appropriate mitigation can be put in place with regards to improving the overall ecological value of the site through the landscaping proposals and protection of the Marina. It is therefore considered that the proposal complies with policy EN15 of the Core Strategy.

### **Effect of the development on the local environment and existing residents**

#### a) Sunlight, daylight, overshadowing and overlooking

Policy DM1 of the Core Strategy requires consideration to be given to the impacts on new developments on surrounding residential amenity, in particular whether new developments will have any overbearing, overshadowing or overlooking implications.

It is acknowledged that the application site is currently vacant and therefore it is inevitable that constructing a building at the application site, in an existing urban environment, will affect the daylight and sunlight of adjoining properties to varying degrees. As such, the applicant has given consideration to the matter of daylight and sunlight through an appropriate assessment in support of their planning application. This has assessed the development in line with BRE Guidelines.

The relevant guidance for assessing such matters acknowledges that a higher degree of obstruction may be unavoidable if new developments are to match the height and proportions of existing buildings.

As a guide, daylight may be adversely affected in an existing building if the Vertical Sky Component (VSC) is less than 27% of its former value as a result of a new development. The effect is considered to be more significant in an existing building if the VSC is reduced to lower than 80% of its former value as a result of the new development.

The outline planning permission for the site was assessed as the worst case scenario for the purposes of the assessment. When the proposed scheme was measured against this, particularly the change in scale of the building to 4 storeys at the Weybridge Road end of the site, generally the proposal seeks to minimise potential impacts on daylight and sunlight levels where possible.

As such, there is a very high level of compliance with the BRE guidelines, with only a very minor isolated number of windows/rooms that do not meet the targets. As such, a large majority of the surrounding windows and rooms will experience gains in

daylight and sunlight than what would be achieved in the outline planning permission was put in place.

Overall, the technical assessment indicates that 94.8% compliance with the VSC daylight criteria together with 99.2% compliance with the ADF criteria for the rooms that did not meet the VSC criteria. In terms of sunlight criteria, there is 97.6% compliance.

With regards to the impact on the Ancoats Dispensary, the building is currently vacant. On the basis that the building is occupied for community or commercial uses, this makes the building less sensitive to changes in daylight and sunlight.

b) TV reception

A TV reception survey has been carried by the applicant to determine the impact of the development on the local TV reception. As the site is currently vacant, the study has sought to establish the impact on the surrounding terrestrial and satellite television. Given the fact nature of the application site, the introduction of built form will inevitably have an impact of television reception in the area.

The survey has concluded that there will be two potential impact zones as a result of the development – to the north of the application site relating to satellite reception and to the south east, relating to terrestrial reception.

The impact on terrestrial reception to the south east is due to existing viewers receiving their terrestrial television services from the Winter Hill transmitter to the north west. However, to a certain degree reception is already compromised in this location due to the presence of ‘the chips’ building which is of similar height to the proposed development. As a result of this development, there is likely to be some interference to properties along Old Mill Street and Percey Street.

In terms of the satellite impact zone to the north, the report notes that there may be interference with properties in the area.

The report highlights a number of mitigation measures should they be required. It is recommended that a condition of the planning approval is that once the development is complete, a further survey is carried out to assess the impact of the building on reception in the area and implement any mitigation should this be required.

c) Air quality

The applicant has undertaken an air quality assessment in support of their planning application. Whilst the report acknowledges that there will be an increase in emissions in and around the application site as a consequence of increase traffic, the overall effects on existing and proposed residents of the development are considered to be negligible and therefore not of a significant nature to warrant and mitigation. The proposal is therefore considered to comply with policy EN16 of the Core Strategy.

## **Effect of the development on the proposed residents**

### a) acoustic insulation – residential and commercial accommodation

A noise assessment has been provided in support of this application which principally considers the noise insulation requirements for the residential and commercial accommodation proposed along with any associated plant equipment. The consideration of such matters is a key requirement for policy DM1 of the Core Strategy along with saved policy DC26 of the UDP. This approach is also outlined within the NPPF which seeks to avoid noise giving rise to significant adverse impacts on health and quality of life as a result of new developments.

The main sources of noise from the development are as follows:

- noise emissions from plant and construction activities associated with the development;
- plant; and
- acoustic specification of the building to limit noise ingress from external noise.

In terms of noise and disturbance from the construction process, the applicant has indicated that the construction process will take place on weekdays with some operations at weekends. This will comply with standard operating hours in agreement with Environmental Health.

Provided that operating and delivery hours are adhered to along with the erection of the hoarding line around the perimeter of the site (which will have acoustic properties), silencers from equipment along with regular communication with nearby residents, this will minimise any noise impacts on nearby properties which will also be temporary for the duration of the build. It is recommended that such details are secured by a planning condition.

The proposed development may require some additional plant. It is unclear at this stage what will be required and its specification. Such details are therefore required prior to the first use of the development and it is recommended that this is included as a condition of the planning approval.

The acoustic report also considers external noise sources on the proposed residential accommodation. The main sources of noise will be from road traffic, particularly along Old Mill Street and Great Ancoats Street, noise transfer from building services, car parking area and plant.

The report concludes that it is necessary that the residential apartments are acoustically insulated to mitigate against any undue harm as a consequence of these noise sources.

The applicant's acoustic report, along with the recommendations of Environmental Health, states that the preferred solution is for the apartments to include mechanical ventilation. This will allow fresh air for occupants so that windows can be closed to meet the internal noise level criteria. It should be noted, however, that openable

windows to facilitate cooling will mean that noise levels in the apartments will be higher. Further details are required to ensure that all relevant noise criteria can be met with this system, including any relevant glazing specification.

On that basis, provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation are appropriately insulated the proposed development is considered to be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

b) Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which will need to be managed on a daily basis. Policies EN19 and DM1 of the Core Strategy require that applicants show consistency with the waste hierarchy which principally seeks applicant to re-use and recycle their waste.

The waste strategy for the building has been carefully considered. It has been calculated that the following refuse capacity is required

- General waste – 21 x 1100 litres;
- Dry recycling – 11 x 1100 litres;
- Paper and card – 11 x 1100 litres; and
- Organic waste – 5 x 240 litres.

The small amount of office accommodation at the site i.e. facilities management (FM), is anticipated to require 2 x 660 litre bins.

The main waste storage facility is located on the ground floor on the Weybridge Road side of the development. Residents will be asked to deposit their waste with dedicated core rooms on each floor (for floors 1-3 there are three core rooms with floors 4-9 having two core rooms). In the core rooms, residents will be able to deposit all waste and recyclables into separate bins for dry recycling, paper and organic material. General waste will be deposited through chutes in each core room which will be linked to bins in the three general waste stores housed on the ground floor.

Once deposited in the core rooms by residents, recyclable materials will be transferred by the FM team to the Weybridge Road recycling and waste storage facility.

The residents of the ground floor apartments will have access to a core room next to a general waste store where they will find access to separate bins for general waste, dry recycling, paper and organic wastes.

The location of the core rooms on each floor will mean residents will not be required to carry refuse in excess of 30 metres which is acceptable.

Waste will be collected from Weybridge Road under the supervision of the FM team thus ensuring that the container is not wheeled more than 10 metres to the collecting vehicle.

Environmental Health have stated that the refuse arrangement are acceptable. It is recommended that a condition of the planning approval are that such details are implemented prior to the first occupation of the development.

Overall it is considered that the waste management arrangements are a well considered part of the development. The arrangements ensure maximum ease and efficiently for residents and ensure that waste is contained within a specified area. There is also a clear commitment and drive to ensure that residents recycle and the measures that will be put in place to do this are acceptable. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard

### **Tree removal**

There are no trees within the area where the proposed building will be sited. However, there is a row of 15'Dawn Redwood' trees along the application site frontage Old Mill Street which will be affected by the development. Six of the trees have been identified as category B trees (trees where retention is desirable) and 9 individual category C trees (trees which could be retained). In order to facilitate vehicular access into the application site two of the trees (T7 and T8) will require removal.

Policy EN9 states that new developments will be expected to maintain existing green infrastructure. The policy goes on to state that where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

The applicant's arboricultural report notes that the tree removal at the site will be detrimental to the arboricultural value of the site together with the high quality visual amenity value of the trees which provide a mature tree lined vista along this section of Old Mill Street. Neighbourhood Services concur with this assessment and consider that the removal of the trees will have a negative impact on the visual amenity of the street scene.

It is considered that the removal of two of the trees will mark a break in the tree line along this section of Old Mill Street. The trees were planted some 10 years ago as part of the initial phase of regeneration within New Islington and have now matured. The removal of the trees will create a gap in the street scene and result in the loss of two mature tree species. This in turn will cause a degree of harm to the visual amenity of the area around the application site.

Notwithstanding this, it is considered that there are positive benefits associated with this development in that it will remove a vacant site to Old Mill Street and provide an active frontage to the street scene. In addition, it is considered that suitable mitigation should be secured with additional street planting in the vicinity of the application site of a similar size maturity and species to those removed. It is recommended that this forms part of the conditions of the planning approval and therefore satisfy the requirements of policy EN9 of the Core Strategy.



### **Landscaping and amenity space /boundary treatment/public realm**

As the proposed development seeks to develop the entire plot the proposal does not seek to create an external amenity areas. However, the proposal will involve some modest improves to the public realm along Old Mill Street and the Marina edge in the form of boundary treatment, raised planters and soft landscaping. This will provide a softer edge to the scheme. It is recommended that the details of this area agreed by planning condition.

Furthermore, consideration needs to be given to protecting the ground floor windows (particularly to the Marina side) in the form of landscaping which can act as a buffer to the residential accommodation.

There are existing mature trees along Old Mill Street which will provide a suitable setting to the new building. It is noted elsewhere within this report that two of these existing trees will need to be removed and it is recommended that a condition of the approval is that these are suitably replaced elsewhere within the street scene.

Alterations to the highway to form the vehicular entrance will also require alterations and repairs to the public realm which will also be agreed by planning condition. Furthermore, the new pedestrian link from Weybridge Road to Coppersmith Road will require new paving and it is recommended that this is also agreed by planning condition to secure a suitable and safe public realm.

In terms of amenity space for the proposed occupants of the development, there will be a communal amenity room on the ground floor of the development which will provide a recreational space for residents. Residents will also have access to the Marina area which will provide outdoor recreation.

### **Impact on the highway network/car parking**

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

A transport statement has been prepared in respect of this planning application which acknowledges the sustainable location of the application site particularly that the site is accessible to a range of transport modes along with close proximity to the City Centre and a range of amenities and services. Indeed, it should be noted that the nearest tram stop 'New Islington' is a short walk (approximately 300metres) from the application site via a dedicated footway from the Ashton Canal towpath which connects with a footbridge at Ashton Canal lock 3 linking the footway to the New Islington tram stop. The tram then provides direct access to the City Centre tram stops, Manchester Piccadilly Train Station and beyond together with access to other forms of public transport.

In terms of determining the appropriate level of car parking for a development of this nature, it is acknowledged that the application site falls within the expanded City

Centre and the Ancoats and New Islington Development Framework area where large scale, dense developments are expected in order to meet population growth.

Policy T2 of the Core Strategy states that developments in the City Centre, which the application site falls within, should *'provide a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development'*. This requirement to find a balanced approach to car parking provision for developments in highly sustainable locations, such as the application site, is also reflected within the Ancoats and New Islington Development Framework which states that:

*'New development proposal should be accompanied by an appropriate car parking strategy which allows the potential demand generated by future residents to be met whilst considering the promotion of alternative sustainable forms of transport. On site car parking solutions should be incorporated into development proposals in a manner that does not detract from the character or animation of the street'*

This proposal seeks to provide 64 car parking spaces within the ground floor of the development accessed off Old Mill Street. This equates to 32% provision for the occupants of the development. As this proposal is a PRS scheme, occupants of the development will lease a car parking space as part of their rental agreement. As such, choosing to have a car in this location becomes a lifestyle choice rather than a necessity.

The applicant outlines within their supporting documentation that the right balance has been achieved between providing car parking for the occupants of the development together with taking advantage of and promoting the sustainability of the application site.

Indeed, the applicants approach to car parking provision is consistent with the draft residential guide which recommends that City Centre developments within a 800 metre walk of a public transport node should aim to provide parking between 30-40%. The application site is within 300 metres of a tram stop and therefore the 32% car parking provision is consistent with this approach for City Centre developments of this nature. Whilst it is noted that this document is only at its consultation stage, it is clear that current thinking requires that a more balanced approach to on site car parking should be taken, particularly where there is access to other forms of public transport. Therefore weight should be given to this document in determining the appropriateness of the car parking provision.

In order to take advantage of the sustainable location of the application site, the applicant has prepared a comprehensive travel plan framework which seeks to promote alternative modes of travel from the application site. This includes providing residents with the appropriate information which can then inform their travel choices from the application site.

By not providing a high level of car parking at the application site there will be a reinforcement of the travel plan and help support travel choices for prospective occupants.

However, should residents have a car which they cannot store at the application site, then there are numerous pay and display car parking in the local area. There a total of 134 pay and display car parks in Ancoats and outside of these areas are traffic regulation orders to prevent on-street parking. These parking restrictions will help to ensure that any additional parking demand from this development will not result in any negative effects on residential amenity in the local area.

It should also be noted that the travel plan will seek to promote the use of car sharing and car club schemes and there are a high number of locations across the City Centre where there are cars available for hire. The closest car club space to the application site is located at The Chips building which is approximately 100 metres walk from the application site. There are also vehicles at Tariff Street and Ducie Street approximately 750 metres and 500 metres walk respectively from the application site.

Highway Services believe that the car parking ratios for this development are appropriate. It should also be noted that the car parking ratio for this development is consistent with the car parking provision for the applicants other sites which have recently received planning permission. These are:

- Land at New Union Street – 122 spaces (40% provision);
- Land at Jersey Street – 69 spaces (44% provision); and
- Land at Blossom Street – 59 spaces (30% provision).

As such, the car parking provision for this development is entirely consistent with the planning decisions that have been made for nearby developments within the applicant's development portfolio.

The dimensions of the car parking spaces meet the standards required by Highway Services and there is a 6 metre manoeuvring area between the spaces. A swept path analysis should be provided to show that vehicles can manoeuvre safely within the car park along. It is recommended that the implementation of the car parking layout is a condition of the planning approval prior to the first occupation of the residential element of this development.

In terms of capacity of the local highway network to accommodate the level of traffic from the development, Highway Services have determined that the traffic impacts on the surrounding highway are expected to be accommodated within the existing highway network.

The vehicular access will be provided into the site off Old Mill Street which will lead to the ground floor car parking areas. In order to facilitate the means of access, alterations to the highway network will be required together with the creation/improvement of the public realm.

It is essential that any alterations to the highway and footways are done to a high standard in order to ensure a desirable public realm is created. It is therefore recommended that a condition of the planning approval are that these highway improvement works are agreed including any relevant materials and that these works

are implemented prior to the first occupation of the residential element of this development.

In order to support the sustainable location of the application site, and the modal shift from away from using a car, a total of 122 secure cycle spaces will be created internal to the building on the ground floor within two secure rooms. This equates to 60% provision. It is noted that this does not fully meet the occupancy levels of the development in terms of apartment or overall number of bedrooms within the development. The applicant has been asked to consider increasing the overall number of cycle parking at the development.

The applicant has provided a commitment to increasing the cycle provision once they have had the opportunity to survey residents as part of the travel planning process. Should demand for cycle provision be higher than anticipated, the applicant will explore the provision of cycle stacks within the rooms in order to increase the overall provision. In the short term, the applicant has also indicated that occupants could utilise cycle provision at other nearby developments in the applicant's control. The nearest development would be the development at New Union Street which has 79% cycle provision.

It is considered that the proposal is consistent with the draft residential development guide which states that where there is reduced car parking provision, cycle parking must be in excess of 50%. The proposal is consistent with the draft guidance in that 60% cycle parking is provided with a commitment to increase this should there be demand from occupants. However, it is recommended that the final cycle parking is agreed by planning condition in order to ensure that an appropriate level is agreed.

The transport assessment has also considered the servicing of the development for both the residential and commercial elements. Refuse collection will take place from Weybridge Street. This arrangements are considered to be satisfactory given the frequency of such events occurring.

In terms of construction, a management plan has been submitted as part of the application. Highway Services have requested that prior to the commencement of the construction process it will be necessary to demonstrate that the size and frequency of vehicles accessing the site is acceptable and there will be no highway and pedestrian safety implications. This should include details of swept path analysis.

Overall, it is considered that the development will have a minimal impact on the local highway network transport and there will be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy

## **Flood Risk/surface drainage**

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

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

It is recommended that conditions of the planning approval are that such details are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

## **Sustainability and energy efficiency**

Policy DM1 states that residential developments will be expected to satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments. As the application site is located in the regional centre, the development is expected to demonstrate its contribution to this objective (policy EN5).

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The applicant has provided an energy and environmental standards statement in respect of their planning application. This states that the design of the building incorporates passive design principles in order to achieve a highly efficient thermal envelope and reduce primary energy requirements. This will ensure that the buildings achieve a high level of thermal efficiency/air tightness and reducing heating demands beyond Building Regulations requirements.

The application of passive principles to maximise thermal efficiency means that electric heating is a cost effective solution to provide supplementary heating to each apartment. In addition, water efficient fittings will also help to reduce electrical loads for water heating.

In terms of ventilation, there will be a mix of operable windows and mechanical ventilation with heat recovery (and are approximately 90% efficient). Furthermore, the orientation of the windows in the building and the shape of windows has been designed to encourage solar gain in winter but will not over heat in the warm months.

In terms of lighting, electrical demands will be minimised through the use of energy efficiency lighting throughout all areas of the building.

Renewable energy has been considered but discounted as it was judged that the increased investment in achieving a highly efficient building fabric outweighed the energy performance of investing in renewable energy.

Policy EN6 of the Core Strategy requires developments of this nature to achieve at least a 19% improvement over the target emissions required by Part L of the Building Regulations. This equates to a 19% reduction over part L of the Building Regulations (2013).

It is noted that policy DM1 of the Core Strategy requires that Code Level of the Code for Sustainable Homes rating criteria is achieved. However, on the 26 March 2015 the Code assessment criteria was revoked by Royal Assent. Whilst the assessment criteria has been revoked, it is still important to understand how a development performs, particularly in respect of water efficiency and energy standards.

The applicant has provided details of the energy efficiency, particularly how the development incorporates water management and water resilience measures, waste and construction management and biodiversity. In terms of energy efficiency, the proposed development will maximise energy efficiency and will incorporate low zero carbon generating technologies which will seek to minimise energy use and associated CO2 emissions. This development will aim to achieve 19% less than Building Regulations.

In terms of the measures identified, and their contribution to the objectives of policy EN6, the overall energy performance of the development is satisfactory. There is an overall reduction in emissions as prescribed by policy EN6 of the Core Strategy. The development performs well, and on balance, broadly complies with the spirit of the Core Strategy policies given the high quality building fabric and systems that are being incorporated into the buildings. It is recommended that the energy standards form part of the conditions of the planning approval.

### **Designing out crime**

Policy DM1 of the Core Strategy requires that consideration be given to community safety and crime prevention. The planning application is supported by a Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, which assess the proposal in terms of crime prevention and safety.

The CIS recognises that the development will bring vitality to a partially derelict site and will present a more active frontage to most of the public elevations around the site which in turn provides improved natural surveillance to the surrounding public realm.

The report goes on to state that the building footprint at ground floor level is free from any recesses or projections that could provide cover for criminal or anti-social activity together with the entrance lobby having a good view of people entering the apartment block. The report goes on to state that the car and cycle parking is fully enclosed with access controlled gates/shutters. In addition, the bin store is designed so that collection staff can access the bin store but can be prevented from further entry to the internal secure areas of the building.

A series of recommendations have been provided to improve the accommodation from a security perspective which include ensuring that the ground floor apartment windows are adequately protected with the report recommending that landscaping could be used to create a physical barrier from any external walkways to the windows. It is recommended that this forms part of the consideration for the landscaping scheme for the application and should therefore form part of the conditions of the planning approval.

It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

### **Ground conditions**

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health and the Environment Agency. They have recommended that further investigation works are required, particularly in respect of the results of the completed gas monitoring, copied of the calibration certificates of the gas monitoring equipment used, updated final risk assessment and a proposed remediation strategy.

It is recommended that a condition of the planning approval is that these further details should be submitted. Once the remediation strategy has been approved this shall be implemented and a verification report submitted on completion of the development to verify that all the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

### **Demolition and Construction management**

A construction management plan has been submitted in support of this planning application. This details how the construction process will be managed at the site, particularly in respect of the operating hours, dust suppression, security and waste.

The applicant has indicated that, subject to planning permission being granted, works will commence at the site in late 2016 with completion expected by the summer of 2018.

Whilst it is noted that works will take place in close proximity to residential properties, and they will notice the comings and goings from the site, it is not considered that the impacts associated with the development will be significant and will be short in duration and predictable.

The applicant's contractor has also indicated that they adhere to the consideration constructor's scheme. This will help minimise the impact of the development on local residents. In particular, dust suppression measures will be used along with minimising stock piling and use of screenings to cover materials. Plant will also be turned off when no needed and no waste or material will be burned on site.

Working hours will be in line with appropriate standards and the site will be secured with an appropriate hoarding to prevent any unauthorised access thus allowing construction to take place safely. Due to the size of the site, it will not be possible to site compound/welfare facilities within the site boundaries. This will need to be created in the local vicinity.

Deliveries to the site will be via the existing road network. Once the final access position is agreed, it will be necessary to ensure appropriate wheel washing is put in place to prevent any dirt and debris along the road and beyond.

Limited information has been provided in terms of routing strategy, however, given the close proximity to Great Ancoats Street, it is anticipated servicing vehicles will access the site from this road which should minimise any disruption along the local highway network.

There is unlikely to be any cumulative impact from the construction elements of the development. Whilst there is a large amount of activity in the local area, the close proximity to major roads such as Great Ancoats Street will ensure such activities should not have a detrimental impact on the surrounding area.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

### **Public opinion**

The applicant has undertaken their own pre-consultation exercise with local residents and interested parties prior to the submission of their planning application. This took the form of a public exhibition outlining the proposals. In addition, an information leaflet was sent to local residents which provided details on the proposal and also provide details of the public exhibition and drop in sessions. A total of 6 comments were received as part of this process.

Positive feedback was provided in the form of welcoming the site being development together the high quality nature of the design. Comments were also received relating



to the impact on the Ancoats Dispensary together with the lack of commercial units and loss of the link to Coppersmith Road from Old Mill Street.

These matters are addressed elsewhere within the report.

In terms of the impact on surrounding residential amenity, it is considered that generally the proposal will have a positive impact on surrounding residential amenity by bringing forward this vacant site and providing activity and interest to the street scene. It is noted that there will be a change in outlook for local residents, particularly those along Weybridge Road and Coopersmith Road.

The proposed development will be approximately 10 metres from the front elevations of 18 and 20 Coppersmith Road. This relationship is acknowledged together with there being a number of windows on the northern elevation of the proposed development which will have an outlook over these properties. In addition, there is a much narrower relationship with 7 Coppersmith Road, however, there will only be oblique overlooking with this particularly property.

It is noted that there will be a close relationship between the proposed development and the existing properties. However, it should be noted that the proposal was always anticipated to come forward as a development site and the applicant has carefully considered the impact on the existing local residents through the siting and scale of the building.

Indeed, it should be noted that the four storey element that will be situated adjacent to these properties which will ensure that there will be no unduly harmful impacts in terms of overbearing and overshadowing. Whilst there will be a degree of overlooking between the two properties, the separation of the dwellings from the development by the existing road network provides a buffer. In addition, there will be enhanced landscaping which will provide a screen to the lower level windows.

In respect of the Dispensary on the opposite side of Old Mill Street, it is noted that this is not currently occupied by any use. There is at least 22 metres separating the proposed development from the Listed Building and this should be adequate to prevent any future overlooking from the application site to the end user of this building.

## **Conclusion**

The proposal will contribute positively to the ongoing regeneration of New Islington with a high quality residential development. High quality and well sized apartments will provide a range of housing choice within the private rental market. The architecture of the building will include the use of a robust palette of materials which will provide a landmark addition along Old Mill Street. In addition, careful consideration has been given to the balance between the need to provide car parking whilst taking advantage of the public transport options in the area.

Consideration has been given to the impact of the development on the historic environment, particularly the nearby Listed Building and Ancoats Conservation Area.

The proposal will not give rise to any unacceptable impacts on the local highway network and matters of waste, car parking and sustainability are all well considered.

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

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

**Recommendation      APPROVE**

### **Article 35 Declaration**

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

### **Reason for recommendation**

### **Conditions to be attached to the decision**

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

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

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

### Drawings

(06) 005 Rev B, (06) 004 Rev B, (06) 002 Rev D, (02) 002 Rev B, (01) 001 Rev B, (05) 004 Rev B, (05) 003 Rev B, (04) 022 Rev A and (05) 010 Rev B stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016  
(04) 004 Rev D stamped as received by the City Council, as Local Planning Authority, on the 4 July 2016

(04) 003 Rev L, (04) 002 Rev M, (05) 001 Rev E, (05) 002 Rev E and (04) 001 Rev J stamped as received by the City Council, as Local Planning Authority, on the 8 September 2016

### Supporting Information

Ecology appraisal prepared by Arup (235055-00), Transport Assessment prepared by Arup (235055), Planning statement prepared by Deloitte, Noise assessment prepared by Arup (235055-55), Daylight and sunlight report prepared by GIA, Tree Survey prepared JCA (12880/ME), Construction management, Archaeology DBA report prepared by Arup, TV reception survey prepared by Taylor Electronic Systems, Crime Impact Statement (Version B), Operational Recycling and Waste prepared by Arup, Management Statement, Statement of Community Involvement, Geotechnical and Geoenvironmental Report prepared by Arup, Travel Plan Framework prepared by Arup, Drainage Strategy prepared by Arup, Heritage statement prepared by KM Heritage, Design and Access statement and Energy and Environmental Statement prepared by Arup stamped as received by the City Council, as Local planning Authority, on the 24 June 2016

Response to Schedule of comments prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 7 September 2016

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

3) The development shall be carried out in accordance with the drainage strategy prepared by Arup and the response to the schedule of comments prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 24 June and 7 September 2016 respectively. The development shall then be constructed in accordance with the approved details, within a previously agreed timescale. Prior to the first occupation of the development a verification report shall be submitted, including relevant photographic evidence, that the scheme has been implemented in accordance with the previously approved details.

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

4) Notwithstanding the preliminary geotechnical report prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016, a) before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- provision of the gas protection measures to be installed (manufactures specification and cross sectional drawings of the gas membrane);

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

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

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

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

5) Notwithstanding the construction management plan prepared stamped as received by the City Council, as Local Planning Authority on the 24 June 2016, prior to the commencement of the development a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

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

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

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

6) Prior to any above ground works, a programme for the issue of samples and specifications of all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority, samples and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining in and a strategy for quality control management shall be submitted and approved in writing by the City Council as local planning authority in accordance with the programme as agreed above. The approved materials shall then be implemented as part of the development.

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

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

For the avoidance of doubt the scheme shall include the following:

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

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

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

8) Notwithstanding drawing (04) 001 Rev J and the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 8 September 2016, prior to the first occupation of the development details of a hard landscaping treatment shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied.

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

9) Notwithstanding drawing (04) 001 Rev J and the design and access statement stamped as received by the City Council, as Local Planning Authority, on the 8 September 2016, prior to the first use of the development hereby approved details of the siting, scale and design of the boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first occupation of the development hereby

approved and shall thereafter be retained and maintained in accordance with these details.

Reason - To ensure that the pedestrian entrance is appropriate in terms of visual amenity, and the impact on the Conservation Area, and is secure pursuant to comply policies SP1, EN1, EN3 and DM1 of the Manchester Core Strategy.

10) The development hereby approved shall be carried out in accordance with the Environmental Standards statement prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

11) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

12) Notwithstanding the noise assessment prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016, prior to the first occupation of the residential accommodation hereby approved, the accommodation shall be insulated in accordance with a scheme submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall thereafter be retained and maintained in situ for as long as the development remains in use.

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

13) Prior to the first occupation of the development hereby approved, the refuse arrangement and waste management strategy, as indicated on drawing (04) 001 Rev J stamped as received by the City Council, as Local Planning Authority, on the 8 September 2016 and the operational recycling and waste strategy prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016

The approved scheme shall thereafter be retained and maintained in situ for as long as the development remains in use.

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

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

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

15) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

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

Monday to Saturday 07:30 to 20:00

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

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

17) Notwithstanding the Residential Management Strategy, prepared by Manchester Life, stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016, prior to the first use of the development hereby approved, a robust management plan for the letting of the residential accommodation shall be submitted for approval in writing to the City Council, as Local Planning Authority. The approved management plan shall be implemented from the first occupation and be retained in place for as long as the development remains in use.

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

18) The development shall be carried out in accordance with the Crime Impact Statement (Version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 21 June 2016. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

19) The development hereby approved shall be carried out in accordance with the Travel plan framework prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016.

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

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

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

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

20) Prior to the first use of the building, details of the provision of the cycle storage shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development hereby approved and retained and maintained in situ for as long as the development remains in use.

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

21) Prior to the first use of the development hereby approved, the car parking layout, as indicated on drawing (04) 001 Rev J stamped as received by the City Council, as



Local Planning Authority, on the 8 September 2016 shall be laid out, demarcated and made available. The car parking layout shall be retained and maintained for as long as the development remains in use.

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

22) The development hereby approved shall be carried out in accordance with the section 5.17 – 5.29 of the planning statement prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016 in respect of the commitment to recruit local labour and local apprenticeships. Within six months of the first occupation of the development details of the results of the scheme shall be submitted for consideration.

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

23) Prior to the first use of the development, a scheme of highway works in relation to Old Mill Street, in order to provide adequate pedestrian and vehicular environment at the application site, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- creation of dropped kerb to car park entrance off Old Mill Street;
- Improvements to the public realm;
- Details of materials, including natural stone or other high quality materials to be used for the footpaths and for the areas between the pavement and the line of the proposed building/public realm

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

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

24) No tree felling or pruning works or vegetation clearance should take place during the optimum period for bird nesting (March to July inclusive) unless nesting birds have been shown to be absent.

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

25) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 24 June 2016, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the

development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

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

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

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

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

28) Prior to the first occupation of the development hereby approved, details of a scheme for tree replacements along Old Mill Street shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the scheme shall include details of the location, species and size of the trees and a timescale for implementation. The approved scheme shall then be implemented in accordance with the previously agreed timescale.

Reason – In order to mitigate against the loss of the mature trees within Old Mill Street pursuant to policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

### Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

- Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The internal noise criteria are as follows:

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events should not normally exceed 45 dB LAmax,F by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
Gardens and terraces (daytime)	55 dB LAeq

Additionally, where entertainment noise is a factor in the noise climate the sound insulation scheme shall be designed to achieve internal noise levels in the 63Hz and 125Hz octave centre frequency bands so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Where entertainment noise is proposed the LAeq (entertainment noise) should be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125Hz octave frequency bands should be controlled so as not to exceed (in habitable rooms) 47dB and 41dB, respectively.

- Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the existing background (LA90) at the nearest noise sensitive location.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 112658/FO/2016/N1 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester,

national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
MCC Flood Risk Management  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit  
Ancoats Dispensary Trust  
Canal & River Trust

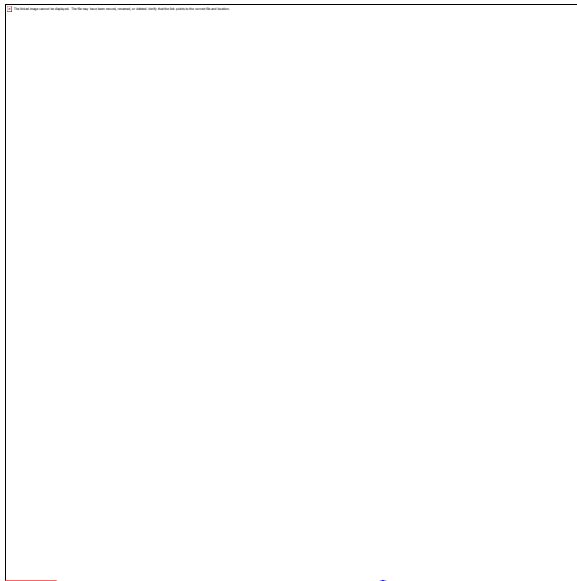
A map showing the neighbours notified of the application is attached at the end of the report.

**Representations were received from the following third parties:**

421 Chips, 2 Lampwick Lane, Manchester, M4 6BU  
225 milliners wharf, Munday street, Manchester, M4 7bg  
Apartment 145 Milliners Wharf, 2 Munday Street, Manchester, M4 7BD  
112 Islington Wharf, 153 Great Ancoats Street Manchester M4 6DN

Canal & River Trust  
Greater Manchester Police  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit

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



 Application site boundary  Neighbour notification  
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