

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
116190/FO/2017	5th May 2017	27th Jul 2017	Bradford Ward

**Proposal** Erection of a part 6 part 10 storey building together with 5 storey link building to form 213 residential apartments with ground floor commercial space (300 sq metres) (use classes A1, A2, A3, B1 and D1 - excluding a place of worship) with associated car parking, hard and soft landscaping, access off Upper Kirby Street and other associated works.

**Location** Land Bounded By Old Mill Street, Ashton Canal & Upper Kirby Street, Manchester, M4 6EB

**Applicant** Manchester Life Development Company 2 Ltd,, Loom Holdings 2 Ltd & Lampwick Developments Ltd, C/o Agent

**Agent** Ms Melissa Wilson, Deloitte LLP, 2 Hardman Street, Manchester, M3 3HF

## **Description**

The application site is approximately 0.63 ha and is bounded by Upper Kirby Street, Old Mill Street, the Ashton Canal Basin and the Lampwick Canal Arm.

Historically the site formed part of the former Ancoats Hospital with the only remaining evidence of this being the former dispensary building which is situated along Old Mill Street. It should be noted that the dispensary building does not fall within the scope of this planning application.

The application site has historically been used as a surface level car park with access from Upper Kirby Street. The site is currently secured by a security fence along the Old Mill Street frontage, with the Ashton Canal basin forming the western boundary and the Lampwick Canal arm forming the southern boundary. The eastern boundary of the site is currently unsecured.

The use of the site as a surface level car park means that there is limited evidence of vegetation and the vegetation that is present is largely self-seeded. The topography of the site is relatively flat.

The wider area to the application site is a mixture of residential dwellinghouses, purpose built apartment blocks and commercial developments. The New Islington Marina, located to the north of the site, has been subject to initial redevelopment work in the form of the new waterpark area and upgrading of the canal. In addition, new infrastructure has also been created in anticipation of the future developments in the form of the health centre and work has recently commenced on a new primary school, New Islington Free School.

The nearest residential properties to the development site are at Islington Wharf Mews, adjacent to the development site. In addition, there are nearby residential

buildings at CHIPS, Millners Wharf and the Hat Box, Islington Wharf, Albion Works and Vulcan Mill all of which are within 50 metres of to the east and south of the application site.

In terms of non residential developments, the former Ancoats Dispensary (Grade II Listed Building) is located to the south of the application site along Old Mill Street. The building has fallen into disrepair and is currently surrounded by scaffolding and hoardings to protect the building from further deterioration. Stubbs Mill is located adjacent to the Dispensary and has been converted into commercial floorspace.

Central Retail Park lies to the southwest of the site across Cotton Field Park. This comprises a series of retail units and surface car parking.

The application site is also located close to and has access to amenities and services along Great Ancoats Street and is in walking distance to the activities of the City Centre with its associated public transport facilities.

The applicant is seeking planning permission for the erection of a part 6 part 10 storey building together with 5 storey link building to form 213 residential apartments with ground floor commercial space (300 sq metres) (use classes A1, A2, A3, B1 and D1 - excluding a place of worship) with associated car parking, hard and soft landscaping, access off Upper Kirby Street and other associated works.

## **Consultations**

**Local residents/public opinion** - The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and affecting a right of way. Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to local residents and businesses.

The following comments have been received and can be summarised as follows:

A total of 5 individual letters of objection have been received in respect of this planning application. The comments can be summarised as follows:

- The height and layout of the building will block sunlight to apartments in the Chips building particularly late afternoon and evening;
- There will be a loss of privacy from overlooking;
- The proposal will result in the overdevelopment of the site;
- As this is a private rented scheme this will bring profit to the developer and nothing back to the community;
- The strategy for the area is to promote family living and bring owner occupiers to the area to create a new community not construct hundreds of expensive rental apartments for investors;
- The parking provision for the development is inadequate;
- The commercial space is unviable;
- There is no parking provision for the commercial elements;
- The removal of the existing car parking area will affect businesses at Chips who rely on it;

- The effects of the development on the adjacent Ancoats dispensary should be carefully considered to ensure that the building does not deteriorate;
- This proposal should not undermine the future redevelopment of the dispensary site;
- Green spaces are running out in the area. The site should be put to better use other than flats;
- There will be a loss of a view from Milliners Wharf and Chips particularly of the City Centre;
- The proposal will affect the flotation business within the Chips building which relies on noise and vibrations levels being low. This will result in a loss of revenue and potentially result in the business ceasing.
  - o The developer has informed the business that construction will take place from 7am to 7:30 pm 6 days a week and often 7 days a week. The construction management plan does not specify the hours of construction;
  - o During the foundation stage the business will not be able to trade due to the high level low frequency vibrations;
  - o There is no detailed information available regarding the future phases and there it is not clear how big the impact will be from the noise of the development at the foundations stage. The main issue is how big the impact will be rather than whether there will be an impact at all;
  - o The business offers high and unique recreational and amenity value for the area;
  - o No information has been received from the developer regarding this matter and therefore the developer has failed to engage with surrounding businesses;
  - o The developer omits comments that were made at their consultation event about these concerns in an attempt to deceive the planning department;
  - o No contact has been made by the developer to address the concerns of the objector;
  - o Misleading information has been supplied by the developer with regards to the submission of the application;
  - o The objector wishes to expand his business but this is now on hold given that there is no information available regarding the duration of the various phases of development and the associated noise (db) levels. The business will not be able to operate and this will affect the objector's livelihood and that of its employees.

One letter has been received which neither objects or supports the application. The comments can be summarised as follows:

- It is not clear if Lampwick Lane is to be renamed;
- There will be disruption from construction vehicles along Lampwick Lane. This will affect the active businesses and residents who live and work at Stubbs Mill and the Chips building. This needs to remain a safe environment;
- Is it possible to make a temporary access route off Old Mill Street directly on to the construction site?

**Manchester Conservation Areas and Historic Buildings Panel** – The panel felt the proposals are a substantial overdevelopment of the site and also questioned whether the building stepped up to two storeys at one end as this looked odd.

In addition, the scale of the building and elevational treatment would create a monotonous block that would impact on the surrounding area and would affect the setting of the listed Ancoats Dispensary.

The panel felt that the development should be of a much lower density and give more space around the dispensary.

The panel also felt that the recent tall building in the area were not of the quality that was hoped. Reference was made to a buff coloured brick as a good quality development that should be looked at for this site.

Comments were also made with regards to giving up some of the car parking to the Dispensary.

The panel felt the proposals were contrary to the character of the area and will have a negative impact on the Ancoats area.

**Strategic Development Team** – No objections

**Highway Services** – Given the sites City Centre location the site is considered to be suitably accessible by sustainable modes and is in close proximity to a wide range of public transport facilities. It is anticipated that the proposals are unlikely to generate significant increase in the level of vehicular trips and therefore do not raise any network capacity concerns.

The applicant has indicated that there will be car parking provision for 64 vehicles (30%) of which 4 will be accessible bays. This is considered to be acceptable. There should be consideration of electric charging points within the internal car parking area.

There will be storage provision of 130 cycles (61%). This provision should be increased to 100%.

The principal pedestrian access to the residential development will be from Old Mill Street and this is acceptable in highways terms.

Principal pedestrian access to the residential and commercial units will be from Old Mill Street and this is acceptable in highways terms. The proposed commercial units are adjacent to Old Mill Street which is subject to a restricted zone traffic regulation order meaning that vehicles cannot wait or load within the zone except within the parking bays located within the central reserve.

Depending on the end commercial unit use, a flexible approach is recommended by highways with regards to servicing and loading.

It may be necessary for servicing to take place from Old Mill Street and if this is the case a dedicated loading bay would need to be provided on the south east side of Old Mill Street adjacent to the commercial units which would facilitate loading and servicing whilst maintained safe and efficient vehicle and pedestrian throughput. Such a scheme would require changes to the highway as well as associated traffic regulation orders.

Alternatively, the development could facilitate loading and servicing from within the internal car park from Upper Kirby Street which would remove the need to undertake the alterations to Old Mill Street. If required, the vehicle tracking is suitable in that it demonstrates that a large refuse vehicle can access Upper Kirby Street turn and exit in a form gear.

Car park access will be via Upper Kirby Street from Old Mill Street and since Old Mill Street is separated by a central reserve, a left turn out movement is required onto Old Mill Street which is acceptable.

It is recommended that a service management strategy be conditioned through the planning permission which details the servicing requirements.

The submitted travel plan is acceptable since it identifies specific required outcomes, targets and measures and sets out clear future monitoring and management arrangements. The exploration of opportunities to provide further car club bays as indicated in the travel plan is welcomed.

A detailed construction management plan shall be submitted prior to the commencement of development.

**Environmental Health** – The waste management arrangements for the commercial and residential elements of this scheme are acceptable. The acoustic information relating to the residential accommodation has been considered and the glazing specification appears to be acceptable. Confirmation should be provided that the mechanical ventilation system will not compromise the internal noise criteria.

A planning condition should be imposed in respect of the plant as the details are not yet known.

The commercial units operating hours should be restricted and details of the fume discharge shall be agreed together with the acoustic treatment of the premises. Any use of outside seating areas shall be agreed.

Deliveries to the development shall be restricted to 07:30 to 20:00 Monday to Saturday with no deliveries on Sundays and Bank Holidays.

**Greater Manchester Ecology Unit (GMEU)** – There are no significant constraints at the application site. The development is adjacent to the arm of the Ashton Canal SBI which meets the Rochdale canal 500 metres to the south west which is designated as a SSSI. The development will also not result in any increase in boat traffic. There is, however, a risk during post construction of pollutants and sediments entering the canal and damaging the SBI. This can be mitigated through good working practices

during construction and ensuring there is no net increase in drainage post development.

Conditions should therefore be imposed on the planning permission relating to construction management and surface water drainage and whether there is any impact on the canal network.

The ecology report notes that the canal provides foraging and commuting potential for bats and that this should not be reduced as a result of insensitive lighting. A lighting strategy should be provided which demonstrates that there are no negative impacts on the wildlife potential of the canal. This should form part of the condition of the planning approval.

The proposal will improve the ecology and biodiversity of the area by the additional tree planting.

**Environment Agency** – No objection in principle to the proposed development provided conditions are imposed on the planning permission in relation to the ground conditions including appropriate verification report. In addition, conditions should be imposed stating that there should be no infiltration of surface water into the ground where contaminants are present. In addition, where piling/investigation boreholes/ground source heating and cooling systems are used, the method statement shall be submitted for consideration.

**City Arborist** – No comments at the time of writing this report. Any comments will be reported to the planning committee for consideration.

**Greater Manchester Archaeological Advisory Service (GMAAS)** – GMAAS have been involved in the pre-application process, which has included an archaeological watching brief during geo-technical works. The application is supported by an archaeological appraisal by ARUP (May 2017) which incorporates the findings of the watching brief and examines the history and historic land-use of the proposal site. Most of the site was taken with 20<sup>th</sup> century buildings relating to Ancoats Hospital which have been demolished in recent years. The ground is heavily disturbed by 20<sup>th</sup> century development and ground works. GMAAS concur with the conclusions of the study, in that the site holds no archaeological interest. Therefore no further archaeological mitigation is required for this site.

**Flood Risk Management Team** – Details of the surface water drainage and management should be submitted for approval.

**Design for Security at Greater Manchester Police** – There is no objection to the planning application on the basis the development is carried out in accordance with the Crime Impact Statement.

**Canal and River Trust** – The trust is responsible for the Ashton Canal but not the Ashton or Lampwick Canal arms basin which are fronted by the proposed development site. Given the sites distance from the Ashton Canal any direct impact on the trusts assets arising from the design and layout of the proposed development is considered to be limited.

The regeneration of Ancoats and New Islington area, however, has the potential to create a special waterway place and community. This is reflected in the place making objectives of the development framework which includes enhancing canals.

The trust notes the interest and ambition of the proposed Old Mill Street elevations in the proximity to the listed Ancoats Dispensary. This has not, however, been translated into the southern (or to a lesser extent western) elevation which is disappointing. The southern elevation is austere and fails to match the spirit and character or the early architectural elements of New Islington eroding the special identity and sense of place of New Islington. Should planning permission be granted, it is considered that building quality and materials will be critical on such a simple elevation.

The ground floor commercial uses should also extend around to the canal arm to provide active frontages.

Further consideration should be given to the boundary treatment to the Lampwick canal arm.

It is considered that the southern block would be better of subservient in terms of scale to the existing chips building. Chips is an important landmark of architectural interest and retaining views of it would help to establish a sense of place in New Islington.

The construction management plan should recognise its proximity adjacent to the canal system. Stick piles of material should be stored away from the waterway.

Full drainage details should be a condition of the approval.

Further consideration should be given to the capacity of the bridge in the area in the context of wider proposals.

**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 size. The accommodation is generous in size with a large number of the properties being 2, 3 and 4 bedroom accommodation.

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 for sale accommodation as part of diversifying the area and offering housing choice. The viability of the scheme has been considered and is deliverable in its current form.

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.

The proposal is not considered to be unduly harmful to the surrounding Listed Buildings and structures.

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 the overriding public benefits of developing this site outweigh their loss. The applicant intends to replace the trees at the site.

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. The biodiversity of the site will be improved through the additional tree planting.

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 and measures will be incorporated into the scheme to minimise dust from the construction process and car usage during the operational phases.

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 an adjacent Listed 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.

#### 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 character area 5 '*Ashton Canal Corridor*'.

The document goes on to highlight a number of key actions and priorities. These are as follows:

- Encourage active street level uses that can help to animate the street
- Encourage development that is contemporary in design and massing to respond to the area's historic environment and context, reflecting the prominence of the key road frontages and the need to enhance the pedestrian environment along them.
- Environmental improvements and enhanced connectivity to adjoining districts and back to the city centre in relation to both Great Ancoats Street and Oldham Road.
- Encourage optimum viable uses for heritage assets, imaginative proposals for preservation and enhancement of the historic character of the Conservation area.

There are also a series of core development principles within the document. These are:

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice.
- Whilst regeneration of the framework area will be residential led, opportunities for a mix of uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings.
- Given that the Ancoats and New Islington neighbourhoods will be predominantly residential in character, late night uses including bars (Class A4) and nightclubs (*Sui Generis*) will generally not be appropriate or supported where there would be a potential conflict with residential amenity.
- The wider mix of uses in the area should be encouraged through flexible leasing strategies – designed to encourage start-up businesses and independent operators as well as established operators. For Private Rented Schemes there is potential to incorporate space at the ground floor of buildings which starts life in residential use before converting to commercial use in the future as population and activity in the area builds up over time.
- New development should exploit the area's locational advantages in terms of its proximity to the city centre, public transport nodes and the inner relief route and take maximum advantage of the area's key assets – its heritage, canalside settings, public spaces and infrastructure including public transport nodes, schools, cultural facilities, public spaces and retailing.
- To protect and enhance the character of the Conservation Area and build upon the unique heritage assets which define the special character of Ancoats, new buildings should offer a well-considered, contemporary and distinctive design which is contextually responsive to the area's heritage in terms of form and materiality. In moving forward, it will be important to ensure that design responses are based on a thorough understanding of the significance of heritage assets and their settings.
- New buildings should be designed to support active streets particularly around key public spaces and pedestrian desire lines. This may be in the form of ground floor active commercial uses – ensuring that such uses are compatible with the primary residential character of the area and will not create conflict with residential amenity – or where commercial uses are not appropriate or indeed there are concerns regarding viability, through appropriate design, e.g. the position of residential front doors, which will provide enhanced animation to the street scene.
- Ensure new development helps to contribute to a walkable, pedestrian-friendly environment.

- New development proposals 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.

### Ancoats and New Islington Framework Update 2016

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

With regards to the character area '*Ashton Canal Corridor*', and the core development principles, the guiding objectives largely remain the same.

The document states that the area will not be characterised by tight urban streets like neighbouring Ancoats. This will be a looser, more open and organic structure, shaped by water and green space. This provides the opportunity to emphasise the two canals converging on Piccadilly whilst creating dynamic variety in forms and spaces

The height and massing of new development should be justified on the basis of detailed urban design appraisals of individual sites and their adjoining context.

New residential development is likely to be delivered in the form of apartments. It is appropriate that higher density development is delivered in this location given it is city centre context with excellent access to public transport.

The desire to maximise density should also be carefully balanced with place-making requirements and the need to protect residential amenity with regard to the following points:

- New development should carefully consider and respond to the setting of listed buildings and in so doing consider the form and height of the adjoining Mill buildings.
- The layout and scale should consider the relationship with lower scale cottages and mews houses.
- The way in which residential amenity issues – privacy, sunlight and daylight etc. have been considered will need to be fully justified in future planning applications. The environmental effects of new development does need to be judged on the basis of standards that are typical of city centre development in Manchester and will not detract from the creation of sustainable neighbourhood communities.

As part of this area's place-making strategy, there is an opportunity to consider stepping up the scale of development away from the Ashton Canal in order to facilitate a more open canal-side atmosphere.

#### Manchester Residential Quality Guidance (2016)

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

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

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

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

#### 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 including the Irk Valley and New Cross)*

*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 Cross is vital in terms of delivering the City's growth objectives for residential, commercial and population growth.

The City Centre plan particularly recognises the role that New Cross 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 such as NOMA, New Cross and the Irk Valley 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 on 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 11 *conserving and enhancing the natural environment* provides guidance of the minimising the impacts of new developments on existing environments. Developments should therefore consider impacts on ecology, biodiversity and noise.

Paragraph 124 states that planning policies should sustain compliance with and contribute towards EU limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and the cumulative impacts on air quality from individual sites in local areas. Planning decisions should ensure that any new development in Air Quality Management Areas is consistent with the local air quality action plan.

Section 12 outlines the Government's 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.

### Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

*Air Quality* provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

*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, 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.

### Planning history

- 067655/FO/NORTH2/03 – Mixed use development surrounding proposed canal arm comprising 340 residential units, 1110 sqm Class B1 workspace and live work accommodation and 1287 sqm retail leisure (former Ancats Dispensary site (including the application site, Vesta site and Chips) **Approved** and partially implemented through the construction of the Chips building) 29 March 2004.
- 092205/FO/2010/N2 – Formation of 3 surface car parks (141 spaces, 69 spaces and 68 spaces) with associated lighting and boundary treatments for a temporary period of 24 months) (application site and Vesta site) **Approved and implemented** 18 May 2010

### 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 and the updated Ancoats and New Islington Development Framework (2016).

Policy SP1 of the Core Strategy states that areas such as the application site will be the focus for economic and commercial development, retail, leisure and cultural activity alongside 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.

Within the Ancoats and New Islington Development framework there is also a recognition that within character area of the Ashton Canal Corridor that there will be an opportunity to maximise density within the area whilst responding to the mix in building height and character of the canal area.

The document goes on to state it will be necessary to provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of vibrant new neighbourhoods of choice.

In order to meet the objectives of the policies in the Core Strategy and the Neighbourhood framework, it is noted that this proposal seeks to develop a vacant and underutilised previously developed site along Vesta Street. This will form 169 residential units thus contributing to new housing growth in the area and the 30% of residential accommodation prescribed with policy H4 of the Core Strategy.

In terms of the range and mix of accommodation (required by both the development framework and policy H1 of the Core Strategy), the proposal will be a homes for sale including larger 3 bedroom homes which would be suitable for families.

A residential led proposal of this nature is considered to be acceptable in principle as it accords with the residential growth principles identified within policies SP1, H1, H? and EC3 of the Core Strategy and redevelop a key site along Great Ancoats Street within one of the City's key regeneration areas.

### Regeneration

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;
- 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/cycle parking and servicing
- Flood Risk/surface drainage
- Waste management
- 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 sites 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 is clear that this may not be necessary or required 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.

Of relevance to this application this includes:

- 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.

As noted above, any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The proposal would consist of properties that would be available for private rented sector (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 together with several developments in the New Islington area which will be for sale. The need, in this instance, and to comply with policy, is for high quality privately rented accommodation.

Furthermore, the site has been vacant/underused for a considerable period of time and in order to achieve a high quality development, in terms of design, materials and space standards this raises issues of viability of the overall scheme.

Scheme viability is a key strand to the consideration. A Viability assessment has been submitted, which demonstrates that in its current form the development is viable with costs associated with design/high quality materials, highway mitigation measures, space standards etc together with the development being capable of being delivered.

The recently endorsed 'Housing Affordability in Manchester' report by the Executive acknowledged the importance of delivering new homes through the planning process, providing the fundamental and underlying platform for growth and ensuring that the supply of housing increases thereby helping to counter price rises created by shortage. An assessment of scheme viability was noted as an essential part of this process.

On the basis of the above the proposed development complies with Core Strategy policy H8. 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**

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. The proposed development accords with this approach as the 213 residential units will provide ?? units per hectare.

Whilst this proposal is considered to represent a dense form of development, it is representative of the densities considered appropriate for this type of location and within a City Centre context as detailed within the Core Strategy and the neighbourhood development framework.

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. This is reiterated within the Residential Design. This outlines space standards for new accommodation across the City.

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

- one bed apartments – 67 (31%)
- two bed apartments – 135 (64%)
- three bed apartments – 11 (5%)

The mixture of apartments and sizes is considered to be acceptable. The apartments also broadly comply with the space standards within the residential guide which is welcomed

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 New Islington community.

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 Development 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.

## **Commercial accommodation**

The proposal will provide four commercial units along the Old Mill Street frontage. The total floor space created by the commercial development is 300 sqm and the applicant has applied for uses falling within A1, A2, A3, B1 and D1 (excluding a place of worship).

Policy SP1 of the Core Strategy states that the regional centre, which the application site is located within, will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living. Policy EC3, which relates to the regional centre, goes on to state that proposals for other town centre uses, will be assessed in accordance with policies C1 and C9 of the Core Strategy.

The application site is not identified within the list of defined centres outlined within policy C1. The nearest centre is the City Centre which is a short walk from the application site. Policy C9 states that development of town centre uses in locations which are outside of a centre identified in policy C1 (or a strategic location identified for such uses) will be inappropriate unless it can meet the criteria in the policy. This includes demonstrating that there are no sequentially preferable sites or any unacceptable impacts on a defined centre. The supporting text to this policy states that developments of below 650 sqm will generally be of local significance only.

This proposal seeks to create 300 sqm of commercial floor space. As such, it is considered that the impacts of the floor space will only impact on the local area and not any nearby defined centre. As such, it is not necessary to undertake any form of sequential test. The proposal will support the objectives of the Ancoats and New Islington Framework and will provide an active frontage to Old Mill Street which is characterised by a range of residential accommodation and other amenities such as the medical centre.

In this instance, it is considered that this quantum of floor space is acceptable in this location, in order to support the aspirations of the development framework and create a welcomed active frontage to Old Mill Street. This has been fully assessed against national and local policy.

In terms of the provision of restaurant/café uses (use class A3), regard must be had for saved policy DC10 of the UDP. Saved policy DC10 of the UDP seeks to encourage food and drink uses in centres or in parades of 8 or more shops along with an assessment on the impact on residential amenity.

Whilst the development is not within an established parade or centre, it is considered that having an offer of this nature is very important to support this mixed use development and adds to the vitality and viability of the development.

The applicant has also applied for uses within B1 and D1. Whilst there is no objection in principle to these uses, it is recommended that the type of D1 accommodation is restricted to not include places of worship which have particular characteristics and impacts which need to be assessed. In terms of other uses that fall within use class D1, it is recommended that prior to the occupation of the units for



a D1 use, further details would need to be given in respect of the operations of that use, particularly to identify and manage any specific operational and servicing so that they do not have a detrimental impact on residential amenity or the operations of the rest of the development. This should form a condition of the planning approval.

### **Visual amenity**

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester and the 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 canal areas. The built form comprises two linear blocks, along the Old Mill Street and Lampwick arm, which are connected by a central block along the Ashton Canal basin. This built form forms a 'U' shape with car parking being located in the central part of the U.

This shape of built form has allowed active frontages to be provided to the street and canal edges whilst screening car parking from public vantage points.

The established building line along this section of Old Mill Street is one where buildings are positioned to the back of footpath. The proposed development follows this established line and that of the Ancoats Dispensary building to provide a clear and defined edge to Old Mill Street.

Active frontages defined the street edge from the four commercial units which take their pedestrian access from this area. The main entrance to the lobby of the residential block is also taken from Old Mill Street. The Ashton Canal basin is also provided with natural surveillance and activity through the introduction of the external amenity terrace for the residents together with glazing from the lobby area and internal amenity areas. These areas are positioned at a higher level to the towpath in the interest of security.

The built form also follows the shape of the Lampwick arm of the canal which provides a robust frontage to this part of the canal and an interface with the Chips building. Hard and soft landscaping will provide a buffer to the canal arm so that the built form is not hard up to the edge.

Vehicular access into the site is provided via Upper Kirby Street which leads to the 64 space car park. This car park forms the back of the Ancoats Dispensary ensuring that there is no built form directly around this part of the Listed Building.

The 'back of house' facilities such as the cycle store and ancillary management areas are all located off the internal car parking area. A large refuse store is located in the southern block on the ground floor of the block on the corner of Upper Kirby Street and the Lampwick arm of the canal. This will allow refuse to be easily transferred to the vehicles on collection day.

The upper floors of the building will be arranged with apartments. This ensures that all aspects of the elevations will have windows providing an outlook over the public and private spaces below and the canal areas and towpath.

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 to create 3 main blocks which allows the development to respond to the variety of building heights and sensitive buildings such as the Ancoats Dispensary.

The northern block (along Old Mill Street) comprises 6 to 8 storey elements. The 6 storey element is adjacent to the Ancoats Dispensary and rises to 8 storey on the Ashton Canal basin. This creates a 'saw tooth' roof arrangement which is not only distinctive but allows a gradual transition in height away from the listed building.

The link building is 5 storeys and connects the northern block to the southern block which is the tallest element of the building between 8 to 10 storeys. This block is situated closest to the Chips building which is also 10 storeys.

By having distinctive elements to the building height and massing, allows the building to respond positively to its context and be respectful to neighbouring buildings. the Old Mill Street block has a more varied building height and therefore its massing is more appropriate to the lower level Ancoats Dispensary and the other low rise buildings along Old Mill Street. However, the rear block sits comfortably with the large and bulkier developments such as Chips and Milners Wharf which are large and linear blocks of development.

The siting of the building, combined with its height, will contribute to place making by bringing new residents to the neighbourhood. It is also considered that the siting, building heights and massing also allows a distinctive design and architectural quality to be developed within this scheme which is a key component for developments that are located within this character area of the NDF.

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.

The northern block to Old Mill Street is predominately a masonry structure with its 'saw tooth' roof taking references from the nearby roof arrangement at Stubbs Mill. This roof arrangement is clad in a golden tone of cladding which contrasts well with the darker brick and provides a distinctive and interesting built form to Old Mill Street. The residents entrance lobby is also marked within a golden cladded upper section which continues the architectural language from the main part of the roof.

The 5 storey link building will also continue to be clad in the golden material which will provide a transitional link between the northern and southern blocks. The southern block will take a much darker and bolder feel by being entirely clad in a dark material contrasting well with the lighter materials to the other two blocks. The use of dark material on such a large scale has been successfully used for other buildings in the area such as Millners Wharf. It is therefore considered that the combination of materials used for this development will provide a striking and distinctive architectural style which will complement well with the other buildings in the local area.

It is considered that this development will provide a high quality addition to the local area. Its well designed built form, including its distinctive roof form to Old Mill Street and use of a small number of different materials, will provide a distinctive form of development in the area. The window arrangement will offer deep reveals arranged in a horizontal and vertical fashion.

Its is also considered that this high quality distinctive style will contrast well with the more traditional architecture of the Dispensary. 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.

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 to the north east of the application site. 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.

There are also a number of Grade II Listed locks (lock number 1, 2 and 3), the Ashton Canal towpath bridge and the Ashton Canal lock keepers cottage.

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 application site historically consisted of the wider Ancoats Hospital site. All previous buildings, other than the Dispensary, have been demolished.

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 and the Ashton Canal towpath, 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 and the towpath. 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, the listed locks and lock keepers cottage where the impacts could be considered to be more acute.

The scale of the proposed development has responded positively to the adjacent listed Dispensary building by having a low rise 6 storey section immediately adjacent to the Dispensary rising up to 8 storeys. There is also a spacious section to the rear of the site as this area has no built form on it due to the need to provide car parking for the development.

It is considered that the vacant nature of the application site currently has a neutral impact on the setting of the Listed Building. With the erection of a building of this scale, this will alter the setting of the listed building. However, there is already an extant planning permission for this site and this proposal provides the opportunity to provide a high quality and contrasting piece of architecture adjacent to this Listed Building.

Whilst it is noted that the locks and the lock keepers cottage will be seen in the same context as the proposed development, these buildings are also seen in the context of other large buildings within the New Islington area. However, due to the topography of the area, together with other building, views of the cottage and the locks are largely preserved when looking eastwards.

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 buildings. Indeed, the proposed building provides the opportunity to create a new landmark building within 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 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.

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 the 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**

The applicant has prepared a desk based archaeological assessment. Most of the site was taken with 20<sup>th</sup> century buildings relating to Ancoats Hospital which have been demolished in recent years. The ground is heavily disturbed by 20<sup>th</sup> century development and ground works. GMAAS concur with the conclusions of the study, in that the site holds no archaeological interest. Therefore no further archaeological mitigation is required for this site.

### **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 site is adjacent to the Ashton Canal which is a grade A site of biological importance (SBI). The canal supports important aquatic flora including records for the European Protected Special floating water plantain. In order to protect the canal from development works, no building materials or surface water run off should be allowed to enter the canal and best construction practise should be followed to avoid any pollution of the canal. This should form part of the conditions of the planning approval.

Artificial lighting can affect the feeding and commuting behaviour of bats. Bats have been recorded on site foraging on the site and are likely to use the canal for commuting. It is therefore recommended that any lighting (both during construction and post development) be directed away from the canal and this should form part of the conditions of the planning approval.

Greater Manchester Ecology Unit has considered the details provided within the report and concur with the approach identified.

### **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 BRE guidelines provide three methodologies for daylight assessment – Vertical Sky Component (VSC), the No Sky Line (NSL) and the average day light factor (ADF). The assessment for sunlight is the Annual Probable Sunlight Hours (APSH).

It should be noted that the guidance should be treated flexibly in a context such as the application site, particularly in dense urban area such as this, where buildings are located in close proximity to each other.

It should also be noted that there is an extant planning permission for application site. As such the impact on the Chips building has taken account of the impact of the extant planning permission.

The buildings which were assessed were, and their compliance with the guidance, were as follows:

- Proposed development at Weavers Key (opposite the Ancoats Dispensary) – 92% VSC/97% ADF, 85% NSL and full compliance APSH;
- Ancoats primary care centre – full compliance VSC, full compliance ADF, full compliance NSL and full compliance APSH;
- Ancoats Dispensary – 69% VSC, 65% ADF, 65% NSL and 19% APSH;
- Chips building –
  - Extant planning permission - full compliance VSC, full compliance ADF, full compliance NSL and full compliance APSH
  - Proposed development – 65% VSC, 80% ADF, 72% NSL and full compliance APSH
- Islington Wharf – full compliance VSC, full compliance ADF, full compliance NSL and full compliance APSH
- Lock keepers cottage - full compliance VSC, full compliance ADF, full compliance NSL and full compliance APSH

The analysis shows that the surrounding properties will all experience a very high level of compliance. However, it is noted that there is a particular impact on the

Dispensary and the Chips building due to the close proximity of the proposed development to these buildings and the developments scale.

It should be noted that the site could be developed for a part 8, part 9 storey development and therefore the proposed developments impacts must be seen in this context together with the nature of the relationship of the surrounding buildings in this part of New Islington. It is considered that the application site is a development site and was always envisaged to come forward for development. The impacts in this context are not considered to be unduly harmful to the residential amenity in the Chips building or the future occupancy of the Ancoats Dispensary which is not likely to be for residential purposes.

In terms of overlooking, it is noted that the development is in close proximity to other residential blocks. The privacy distances involved are as follows:

- Chips 24.6 metres
- Weavers Key 27 metres
- Proposed development at Vesta Street 26 metres
- Islington Wharf – will be obscured by the proposed development at Vesta Street
- Ancoats Dispensary 22 metres (from the rear block)

Whilst it is noted that there is a particularly close relationship with the Chips building, it is not considered that this relationship is unduly harmful to residential amenity or unusual in the surrounding context. The buildings will be separated by the Lampwick arm of the canal which will provide a good sense of separation and minimise any unduly harmful instances of overlooking.

In terms of the proposed development at Vesta Street and Weavers Key, these developments are sufficiently far away from each other to not result in any harmful impacts on privacy from overlooking.

#### 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. The study has sought to establish the impact on the surrounding terrestrial television signal from the addition of a tall building at the application site.

It is considered, based on the evidence within the report, that the proposed development will have a neutral effect upon the reception of television broadcast services for existing residents. However, in order to verify this, given the overall scale of the building, it is recommended that a post construction survey is undertaken to determine whether any mitigation is required once the development is complete.

#### c) Air quality

Policy EN16 of the Core Strategy states that new development should not compromise air quality within the City. The applicant has undertaken an air quality assessment as part of their proposals. The need to consider the impact of new



developments on existing air quality is reiterated within the NPPF and NPPG which requires requiring consideration to be given to the impact of a development on air quality particularly where it is known exiting consideration are poor.

In line with the above air quality requirements, the assessment submitted as part of the report has considered whether the proposed development would change the air quality during both the construction and operational phases of the development. It should be noted that the application site lies within an Air Quality Management Area (AQMA) where it is already known that air quality conditions are poor.

In terms of the construction phase, it is noted that there will be dust form the construction process. There are, however, no existing buildings on site to demolish which will assist in minimising dust emissions. Notwithstanding this there will be earthworks and above ground construction activities. The report therefore recommends that a dust management plan is prepared during the construction activities. This will ensure that the dust and air quality impacts during the construction phase will not be significant and this should remain in place for the duration of the construction period.

Environmental Health concur with these findings in respect of the construction activities. In line with paragraph 8 of the PPG and paragraph 124 of the NPPF, it is recommended that a dust management plan forms part of the conditions of the planning approval.

With regards to the occupational phase of the development, the development will provide 64 car parking spaces. This equates to 30% provision and therefore the majority of residents will travel to and from the development via alternative means.

The applicant has committed to providing electric car charging points within their development along with cycle provision. As a result of these measures, this will offer onsite travel options which will not contribute to current air quality conditions.

Environmental Health welcome this approach and concur with the findings of the air quality report, including the mitigation measures in the form of the dust management plan, electric charging and cycle provision. In light of the mitigation measures proposed above, it is considered that the proposal will comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

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

#### **a) Commercial operations**

In line with the comments of Environmental Health, and in order to protect residential amenity, it is recommended that the operation hours of the commercial development are restricted to Monday to Saturday 08:00 to 23:00 and Sunday 09:00 to 23:00 along with agreeing a dispersal policy and strategy for the outside seating area.

#### **b) acoustic insulation – residential/commercial accommodation**

A noise assessment has been provided in support of this application to consider the noise insulation requirements for the accommodation proposed. 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;
- 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 weekdays 07:30 to 18:00 and Saturdays 08:00 to 14:00 with no operations on Sundays.

The noise report concludes that there would be an increase in ambient noise levels during the construction period such impacts are considered to be temporary in nature.

Provided that the strict 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 would 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 is likely to require plant. It is unclear at this stage what will be required and therefore the 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 would be from Old Mill Street and therefore it is necessary that the apartments are acoustically insulated to mitigate against any undue harm as a consequence of the noise sources.

The building has been provided with a mechanical ventilation system which allows for natural cooling and ventilation within the apartments without having to open windows.

Environmental Health has considered the contents of the report. They have requested further details on the specification of the ventilation system and the final of the glazing and façade treatment to ensure that it meets the relevant noise criteria.

It is therefore recommended that a condition of the planning approval is that such details are provided in the interest of residential amenity.

In terms of the commercial units, as the end users are not yet know it is not possible to determine what level of acoustic insulation is required to protect amenity. Environmental Health consider that it is necessary to condition any approval so such details are considered and approved prior to the first use of any of the commercial units.

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.

c) Waste management

A major mixed use development of this nature is likely to generate a significant amount of waste which is required 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 residential element has been carefully considered. It has been calculated that the following refuse capacity is required for the residential element of the scheme:

- General waste – 22 x 1100 litres;
- Dry recycling – 11 x 1100 litres;
- Paper and card recycling – 11 x 1100 litres; and
- Organic waste – 14 x 240 litres.

Residents will be asked to segregate recycling and general waste into dedicated core rooms which will be located on each floor. There will be 3 core rooms on each floor. Within each core room, residents will be able to deposit all waste and recyclables into the bin detailed above with the exception of general waste which will be deposited of through chutes in each of the core rooms which are liked with the three general waste stores located on the ground floor.

Once deposited in the core rooms by residents, recyclable materials will be transferred by the building management team to the household recycling and waste storage facility on the ground floor.

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

There will be a dedicated household recycling and waste storage facility as part of the development and will be located on the ground floor of the development and will be used to consolidate and segregate the waste which will be transferred from the Cores.

A refuse collection area will be located along Upper Kirby Street and will ensure that the collector will not be required to wheel a container more than 10 metres to the refuse collection vehicle.

In terms of the commercial element of the scheme, there are 4 commercial units together with the management office. This will require 10 x 660 litre bins. Sufficient space will be provided with capacity to enable the segregation and recycling of wastes generated from within the commercial units in order to limit the quantity of waste sent for disposal. There will be internal space within the commercial units to store recycling and general waste bins.

Overall it is considered that the waste management arrangements have been well considered as part of the development. The arrangements ensure maximum ease and efficiency 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.

d) Fume extraction

There are no details in respect of any fume extraction until the end users of the commercial accommodation are known. In this regard, it is recommended that a condition of the planning approval is that the fume extraction details are agreed.

e) Accessibility

The proposal is considered to provide accessible accommodation. There is lift access to all the floors. Given the accommodation meets the prescribed space standards, there will be sufficient turning space for those in a wheel chair and ability to adapt bathroom accommodation accordingly. There is also provision for four disabled parking within the car parking area for the development.

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

Consideration of the opportunities to incorporate usable shared and private amenity space within the development have been considered.

There are two internal amenity zones incorporated within the ground floor of the development adjacent to the lobby area. These will provide shared spaces for the residents of the development to congregate. Leading off from one of the internal amenity areas is an external amenity terrace facing onto the Ashton Canal basin. Having communal internal and external areas such as this is welcomed.

Consideration has also been given to the creation of private amenity areas within the development. A series of private terraces are provided to some of the upper floor apartments which overlook the Ashton Canal Basin.

In order to soften the external areas of the development, hard and soft landscaping will be incorporated around the Ashton Canal Basin and Lampwick Arm. This will include a mixture of tree and shrub planting which will contribute positively to the setting of the building and the biodiversity around the canal edges.

There will also be new planting to the vehicular entrance off Upper Kirby Street to soften the entrance from this vantage point together with a bi folding vehicular entrance gate and railings to secure this area.

All matters of hard and soft landscaping and boundary treatments should be secured by planning condition.

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

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 highly sustainable location of the application site particularly that the site is accessible to a range of transport modes and its close proximity to a range of amenities and services.

The nearest major transport node is Piccadilly train station together with the New Islington Tram stop which is within 10 minute walk of the application site. These nodes provide access to train, tram and bus travel across the City Centre and beyond.

Given the highly sustainable location of the application site, within the expanded City Centre, careful consideration has been given to the level of car parking that is necessary to support a development of this nature.

Policy T2 of the Core Strategy states that developments in the City Centre 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 (including 4 disabled spaces) car parking spaces for the apartment block. This equates to 30% provision and is consistent with the level of parking for other similar developments that have been approved and currently under construction by the same applicant.

The recently adopted Manchester Residential Quality Guidance provides specific guidance on what constitutes a suitable level of car parking for high density apartment scheme in the City Centre.

*For apartment schemes within the city centre, there are a number of variables that will affect parking demand within a particular development. In particular these are the tenure and price point of a development. As a general rule, in this regard, higher end apartment schemes aimed at owner occupiers will tend to generate higher levels of*

*demand. Conversely, the emerging build to rent sector is very much targeted at a younger demographic attracted to the city centre lifestyle and who have a higher potential and tendency to view car ownership as more of a constraint than a requirement. In these scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.*

The guidance goes on to state that for City Centre developments:

*“There is a need to create a critical mass, mix and diversity of apartment / house types in the city centre and therefore a site by site consideration of appropriate car parking provision based on an assessment against key criteria”*

This criteria is as follows:

- Secure cycle parking in excess of 50% provision relative to apartment numbers;
- Identification of sufficient off-site capacity, within 5 minutes' walk of the proposed development, to accommodate designated spaces associated with the development (via a long term leasehold to be available for the life of the development);
- Provision of designated on-street parking, subject to satisfactorily demonstrating the spaces will be properly designed and integrated into the street scene in agreement with the Local Planning and Highways Authority, and in accordance with the wider principles of this document.
- Demonstrating that provision of full parking provision will unacceptably comprise the development's active frontages and relationship with the street, and evidence that an alternative parking solutions cannot be viably accommodated.
- Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

The proposed development will provide accommodation which will be available on a private rented basis. As such, owning a car in these types of development is very much a lifestyle choice rather than a necessity. Highway Services concur with the car parking approach for this development given its location and access to sustainable forms of development.

The applicant has prepared a comprehensive travel plan to support their proposal which includes 130 cycle spaces (61% per apartment and 35% per number of bedrooms). Whilst this is above the 50% stipulated within the residential quality guide. However, it is considered that given the close proximity of the application site to the City Centre, there is an opportunity to promote travel via this method further. It is recommended that a condition of the planning approval is that further consideration is given to increasing the cycle parking provision at the application site.

The applicant has committed to providing electric car charging points where necessary across the development.

The applicant has committed to producing a travel plan for the development and the implementation of this should form part of the conditions of the planning approval.

In terms of the impact on the local highway network, Highway Services concur with the applicants assessment in this regard in that there will be no significant impacts on the capacity of the local highway network.

The transport assessment has also considered the servicing. Refuse collection will take place from the vehicular entrance off Upper Kirby Street for the residential element. These arrangements are considered to be satisfactory given the frequency of such events occurring. It is not yet clear what the requirements will be for the commercial units. Highway Services are satisfied that an arrangement from Old Mill Street or Upper Kirby Street would be acceptable in principle. A servicing strategy, including any necessary alterations to the highway, should form a condition of the planning approval.

Highway Services have requested that prior to the commencement of the construction process it will be necessary to understand the impact on the local highway network. This should form part of the conditions of the planning approval.

Overall, it is considered that the development would have a minimal impact on the local highway network and there would be adequate car and cycle provision to serve the needs of the development. Travel planning would 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 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. The Flood Risk Management Team have requested that a detailed scheme is prepared together with an ongoing management scheme. These should form part of the conditions of the planning approval.

### **Sustainability**

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 waster 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 9% 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. Indeed, the public entrances to the building are in prominent locations.

A series of recommendations have been provided to improve the accommodation from a security perspective which include agreeing the detail of the boundary treatment and specification, specification of balcony areas.

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. The main risk is pollutants reaching the canal and waterways around the site. Both Environmental Health and the Environment Agency have requested that a detailed remediation strategy is prepared together with conditions relating to there being no infiltration of surface water drainage into the ground where contamination has been identified.

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.

### **Public opinion**

The applicant has carried out their own consultation with local residents and businesses in the form of a public event and leaflet drop.

Representations have also been received in respect of this planning application.

Detailed consideration has been given to the siting, scale and appearance of the building and it is considered that whilst the development will form a large addition to the area, its form reflects the character and distinctive architecture that has begun to emerge in this part of New Islington.

Active frontages line Old Mill Street with external terrace spaces activating the Ashton Canal basin.

The scale of the building will undoubtedly affect views across what is currently a vacant site. Tests have shown that there will be no unduly harmful impact on light availability to surrounding buildings or loss of privacy.

This proposal is part of a number of sites being brought forward by the same applicant in order to increase the housing growth in this part of the City. Efforts are being made to consider the impacts of these new communities and how new residents will become part of the long term community in the area regardless whether occupants are renting or purchasing their properties.

Parking in the development is considered to be suitable and is supported by a comprehensive travel plan which seeks to support alternative means of travel including cycle and public transport.

The effects of any adjacent listed buildings has been carefully considered, particularly the effects on the dispensary. The building has responded to this context through the staggering of its building height and stepping away of the built form at the back of the dispensary. The innovative design will also provide a high quality addition to the local area.

During construction of the development there will inevitably be noise and disturbance. Such affects during construction are inevitable, predictable and temporary. However, should the effects become unduly harmful to local amenity, this matter can be investigated to determine if the affects are indeed harmful. It is noted that there is concern about the impacts from the construction by local businesses in Chips. It is also noted that one specific users' business requires a calm and tranquil environment. Notwithstanding this, the effects of the construction are not yet known. Should they reach an unacceptable level this could be investigated at that time. It is not considered that the effects of construction would warrant the refusal of this planning application.

## **Residential management**

The proposed residential accommodation will be available for private rent. The building will be managed by the applicant. In order to ensure that the development is well managed and contributes successfully to the housing stock within the New Islington area, it is considered necessary to impose a planning condition which seeks to understand the letting and management strategy for the building. This should be secured through a planning condition.

## **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 2017 with completion expected by the summer of 2019.

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.

It is noted that one of the local businesses within the Chips building has raised concern about the impact of the construction period, particularly the early parts of construction relating to foundation work and piling (particularly vibrations). It also noted that there are particular requirements with their business which requires a peaceful and tranquil environment.

There will inevitable be noisy aspects of the construction process which may cause disruption to local residents and businesses located near to the application site. However, these impacts will only last for the duration of the construction period therefore being temporary and some extent predictable impacts. It is not considered that any impacts will arise which would warrant refusal of this planning application. Should the noise levels during the construction period become excessive, this would be a matter which could be investigated by Environmental Health to determine if there is a public protection issue.

It is noted that the objector feels they have being mislead by the application with regards to certain aspects of this planning application together with how information has been presented as part of this planning application. Notwithstanding any separate/independent consultation process which the applicant has undertaken, it should be noted that the objector has made detailed representations as part of the statutory planning process. These comments have been taken into account in the determination of this planning application. As detailed above, whilst it is acknowledged that there will be noise, disturbance, comings and goings associated with the construction of this development, it is not considered that the effects will be unduly harmful and therefore do not warrant refusal of the application.

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.

## **Conclusion**

The proposal will see the redevelopment of a vacant brownfield site within the heart of one of Manchester's key regeneration. A total of 213 residential units (which will be available for private rented accommodation) will be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice. The applicant will support local labour and has set up an apprenticeship scheme which will help recruit local people. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents.

**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 policies 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 as a result of 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**

P-12500 Rev B, P-40003 Rev B, p-40004 Rev B, P-40002 Rev B, P-10500 Rev B, p-30100 Rev C, P-30101 Rev B, P-40001 Rev B, P-20000 Rev B, P-20001 Rev B, P-20002 Rev B, P-20100 Rev A, P-90001, P-90002, P-90003, A-90004, P-12510 Rev B, P-12509 Rev B, P-12508 Rev B, P-12507 Rev B, P-12506 Rev B, P-12505 Rev B, P-12504 Rev B, P-12503 Rev B, P-12502 Rev B and P-12501 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017

**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 TVA Installations (Stockport) Ltd, 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 5 May 2017

Response schedule prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 28 June 2017

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) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

4) Notwithstanding the drainage strategy prepared Arup stamped as received by the City Council, as Local Planning Authority on the 5 May 2017, (a) prior to the commencement of the development, a scheme for the drainage of surface water from the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority.

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

(c) There shall be no infiltration of surface water drainage into the ground where contamination has been identified is permitted other than with written consent of the City Council, as Local Planning Authority.

(d) 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).

5) Notwithstanding the preliminary Geotechnical and Geo-environmental report stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, (a) a) Before the development hereby approved commences, a remediation strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(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 before the residential element of the development is occupied.

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

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

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

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- protection of the canal and waterway system from accidental spillages, dust and debris;
- 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 waterways, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

7) Prior to any above ground works, a) a programme for the issue of samples and specifications of all material to be used on all external elevations of the development

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

b) All samples and specifications shall be submitted to and approved in writing in accordance with the programme as agreed under part a). The approved materials shall then be implemented as part of the development.

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

8) Prior to the commencement of development, details of the boundary treatment shall be submitted for approval in writing by the Council, as Local Planning Authority. The approved details shall then implemented as part of the development and be in place prior to the first occupation of the development.

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

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

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

- Verification report providing photographic evidence of construction; and
- 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.
- evidence that there will be no impact on the Ashton Canal from the disposal of water from the development.

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).

10) The development hereby approved shall be carried out in accordance with the Environmental Standards statement and energy statement prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 5 May



2017. 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) (a) prior to the first occupation of the development details of a hard and soft landscaping scheme (including tree mitigation) shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) Notwithstanding the noise impact assessment prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, prior to the first occupation of the residential element 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 residential element 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).

13) Notwithstanding the noise assessment prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, prior to the first use of the commercial units as indicated on P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be retained and maintained for as long as the development remains in use.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

14) Notwithstanding the noise assessment prepared by Arup stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, 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).

15) The waste management strategy and drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, for both the commercial and residential elements of the shall be implemented and be in place prior to the first use of the residential and commercial elements hereby approved and thereafter 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 residential element of the scheme pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

16) Prior to the first use of each of commercial units, as indicated on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, details of a scheme to extract fumes, vapours and odours from the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of each of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial units pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

17) Prior to the first use the commercial units as indicated on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, details of any roller shutters to the ground floor of the premises shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

18) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme 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 and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

19) 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.

20) Deliveries, servicing and collections including waste collections for the commercial units 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).

21) The 4 commercial units hereby approved, as indicated on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, shall not be open outside the following hours:-

Monday to Saturday 08.00hrs - 23.00hrs

Sundays 09.00hrs - 23.00hrs

There shall be no amplified sound or any amplified music at any time within the units.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

22) The 4 commercial units as shown on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, shall remain as separate units and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary

Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

23) The 4 commercial units, as indicated on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, can be occupied as A1 (excluding convenience retail), A2, A3, B1 and D1 (excluding a place of worship). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester .

24) In the event that any of the commercial units, as indicated on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, are occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
  - Dispersal policy;
  - Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

25) Prior to the first occupation of the residential element 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.

26) The development shall be carried out in accordance with the Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police

stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017. 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.

27) The development hereby approved shall be carried out in accordance with the Transport Statement stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017.

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).

28) Notwithstanding the cycle provision as shown on drawing P-12500 Rev B stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, prior to the first occupation of the development hereby approved, details of the cycle provision 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 and thereafter retained and maintained in situ.

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

29) Prior to the first occupation of the residential element of the development hereby approved, the car parking layout, as indicated on drawing P-12500 Rev B stamped

as received by the City Council, as Local Planning Authority, on the 5 May 2017, 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).

30) Prior to the first use of the residential element of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to Old Mill Street and Upper Kirby Street 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:

- alteration to the highway along Upper Kirby Street and Old Mill Street to facilitate entrances and servicing bays.
- Works to the public realm including details of materials and tree planting and soft landscaping where appropriate.

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).

31) Notwithstanding the TV reception survey, stamped as received by the City Council, as Local Planning Authority, on the 5 May 2017, 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.

32) The development hereby approved shall be carried out in accordance with the section 6.74-6.80 of the planning statement prepared by Deloitte stamped as received by the City Council, as Local Planning Authority, on the 7 April 2017 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).

33) 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.

34) 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.

35) Prior to the first occupation of the (a) residential and/or (b) commercial elements of the development hereby approved, a detailed servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of all the servicing arrangements for the elements of the development including any necessary improvements/alterations to the highway.

(c) The approved strategy shall then be implemented and be in place prior to the first occupation of the residential and/or commercial elements of the scheme.

Reason – In order to ensure adequate servicing arrangements are put in place for the development in the interest of amenity and highway safety pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the residential element of the development, details of electric car charging points within the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

### **Informatives**

You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

0) - 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.

- Defra have published a document entitled 'Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems'. It describes a method of risk assessment for odour, guidance on minimum requirements for odour and noise control, and advice on equipment selection. It is recommended that any scheme should make reference to this document (particularly Annex B). Details should also be provided in relation to replacement air. The applicant will therefore need to consult with a suitably qualified ventilation engineer and submit a kitchen fume extract strategy report for approval.

- - Surface water drainage
  - Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area. Existing rates should be based on the capacity of the existing drainage system;
  - Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
  - Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event in any part of a building;
  - Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements);
  - Hydraulic calculation of the proposed drainage system;
  - Construction details of flow control and SuDS elements.
  - Verification report providing photographic evidence of construction as per design drawings;
  - As built construction drawings if different from design construction drawings;
  - Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Foundations - Where deep foundations are proposed we recommend the developer follows the guidance set out within our document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' which is available on our website at the following address:

<http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environment-agency.gov.uk/scho0501bitt-e-e.pdf>

- You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

### **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: 116190/FO/2017 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

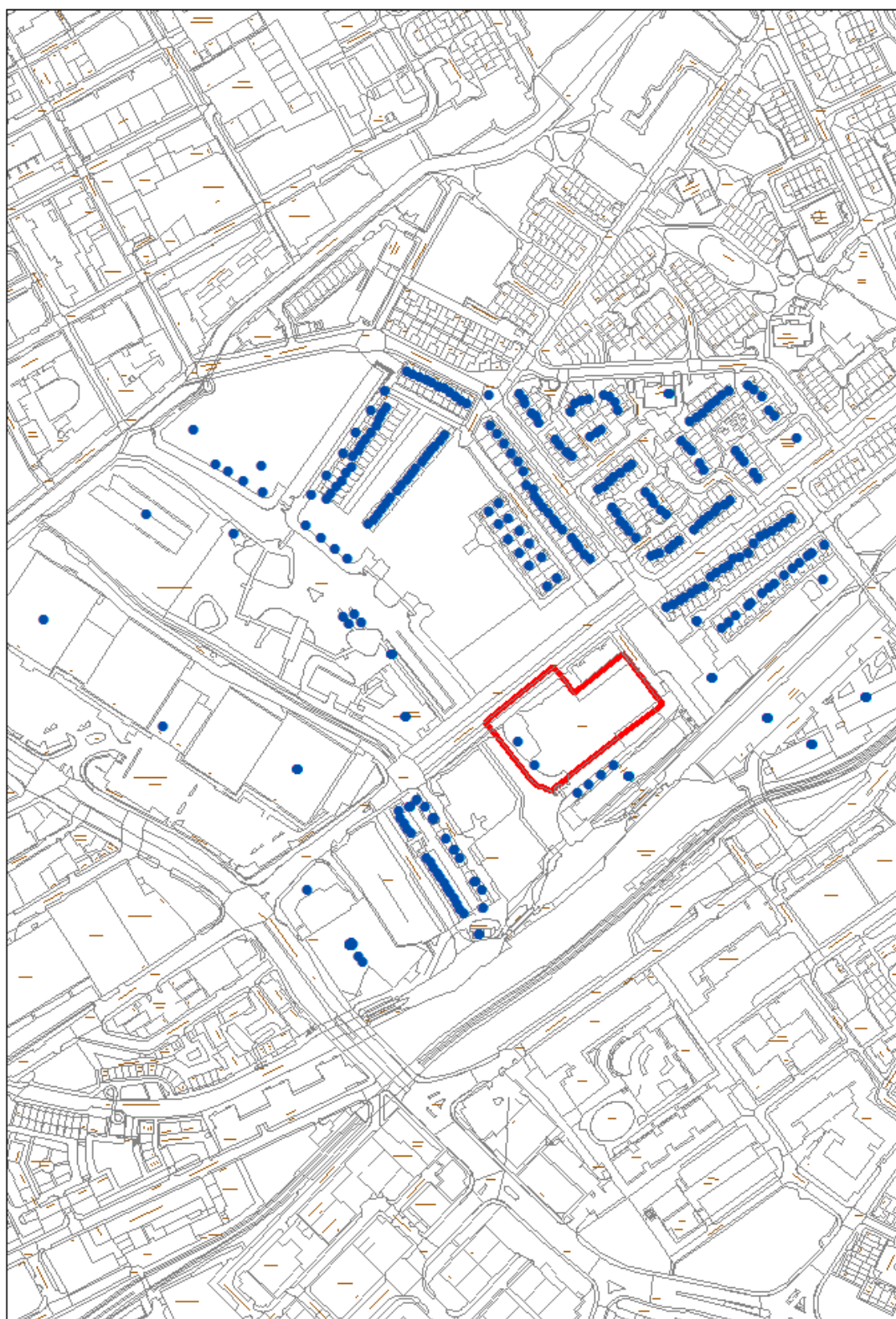
Highway Services  
Environmental Health  
Neighbourhood Team Leader (Arboriculture)  
Strategic Development Team  
MCC Flood Risk Management  
Greater Manchester Police  
United Utilities Water PLC  
Canal & River Trust  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit

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

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

Unit 2, 2, Lampwick Lane, Manchester, M4 6BU  
Flat 145, 2 Munday Street, Manchester, M4 7BD  
Apartment 20, 2 Munday Street, Manchester, M47BB  
251 Milliners Wharf, 2 Monday Street, Manchester, M4 7BG  
421 Chips, 2 Lampwick Lane, Manchester, M4 6BU

**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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