

Application Number	Date of Appln	Committee Date	Ward
130390/FO/2021	13th May 2021	29th Jul 2021	Ancoats & Beswick Ward

Proposal Erection of 23, 3 storey dwellinghouses (Use Class C3a) and the erection of a 4 storey building to form 45 residential apartments (Use Class C3a) (68 new homes in total) with associated car and cycle parking provision, hard and soft landscaping, access, servicing, and other associated works

Location Land At Downley Drive, Manchester, M4 6BW

Applicant Great Places Housing Association, C/o Agent

Agent Katie Wray, Deloitte LLP, The Hanover Building, Corporation Street, Manchester, M4 4AH

EXECUTIVE SUMMARY

The proposal is for 68 affordable homes within a mixture of tenures. 23, houses would be for affordable rent and shared ownership (11 and 12 respectively) whilst all 45 apartments would be for social rent.

One neutral comment has been received from a local resident.

Key Issues

Principle of the proposal and the schemes contribution to regeneration The development is in accordance with national and local planning policies, and the scheme would bring significant economic, social and environmental benefits. This is a brownfield site, previously developed for housing which have subsequently been demolished. The site is a long standing regeneration opportunity having been identified in successive regeneration strategies for this part of New Islington. The proposal is in a highly sustainable part of the city centre and would contribute to the supply of high quality affordable homes.

Economic Jobs would be created during the construction process. The provision of new homes at the site would support the growing population in an area identified for medium to high density development.

Social A local labour agreement would ensure that Manchester residents are prioritised for construction jobs. The provision of high quality affordable homes is vital to support a growing population. A range of tenures would ensure all homes needs are catered for including social and affordable rent and shared ownership in line with local housing needs.

Environmental This would be a carbon neutral development in a highly sustainable location. The development would balance car parking provision with active travel and

encourage public transport use. All homes would be fitted with an electric car charging point together with 20% of the spaces available for the apartments. There are no unduly harmful impacts on local air quality. New planting, trees and bird and bat boxes would improve biodiversity. A drainage scheme includes sustainable principles and minimises any impact on the adjacent canal. The ground conditions are not complex or unusual.

The height, scale and appearance would be innovative and contribute positively. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling to minimise the amount of waste going to landfill.

Impact on the historic environment There would be no material impact on the nearby heritage assets. This is considered in detail in the report.

Impact on local residents The impact on daylight/sunlight and overlooking are considered to be acceptable in this context. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards.

A full report is attached below for Members consideration.

Description

The site is 0.69 hectares, and bounded by St Vincent Street and the Rochdale Canal, Woodward Place, Downley Drive and Kingham Drive. It is in New Islington and close to Ancoats and Miles Platting. These are areas which have seen significant, recent regeneration with investment in housing and place making.



Location plan

The western portion of the site is overgrown shrubland and hardstanding and is fenced off. The eastern portion comprises open grassland with mature trees. A footpath cuts through the site from St Vincent Street to Downley Drive.



Photographs of the application site – (left image from the Rochdale Canal towpath) (right image from Downley Drive)

There is a 3 metres level change from the Rochdale Canal to Downley Drive.

The area immediately around the application site contains medium to high density buildings with the larger buildings in the Ancoats conservation area. There are two and three storey family housing along Downley Drive and St Vincent Street. Cotton Field Park, New Islington Marina, New Islington Free School and the Medical Centre on Old Mill Street provide essential amenities.

The site is not in a conservation area but the Ancoats conservation area is adjacent to the northern boundary on the opposite site of the Rochdale Canal. The nearest listed building is the grade II* Listed Union Street Bridge, 146 metres to the west.

The site is located within Flood Zone 1 and in a critical drainage area.

The applicant is a Registered Provider of affordable accommodation and tenancy services in the North West and Yorkshire. They, Manchester Life and the City Council are bringing forward strategic sites in Ancoats and New Islington to implement the Neighbourhood Development Framework (NDF). Sites will be brought forward for owner occupied residential accommodation as well as affordable housing, and other public benefits.

This planning application is being brought forward alongside a number of other proposals by the strategic partnership in order to realise the benefits described above. These planning applications are:

- Eliza Yard (130354/FO/2021) for the erection of an 8 storey building to form 118 residential apartments (Use Class C3) and ground floor commercial floorspace (Use Class E (a),(c),(g)(i)) (583 sqm) together with amenity space, car and cycle parking provision, hard and soft landscaping, access, servicing and other associated works
- Ancoats Mobility Hub (130627/FO/2021) for the erection of an 8 storey building to form Mobility Hub including ground floor commercial unit (Use Class E(b)) (221 sqm), delivery hub, 150 cycle spaces and 408 car parking spaces with associated landscaping, access and other associated works following demolition of existing structures
- Ancoats Dispensary (130356/FO/2021 & 130357/LO/2021) for the creation of 39 socially rented homes within a retained and refurbished Ancoats Dispensary

The above planning applications are being considered together in order to realise the public benefits of these schemes being brought forward at the same time.

Overall, during the construction phase there will be approximately 540 FTE jobs would be created across the four schemes, generating a GVA of circa £32million. There are also a number of indirect benefits in the local supply chain as a result of the construction phase which will result in an addition of approximately 816 jobs off-site and a GVA of circa £49 million. Once in operation the proposals will provide circa £15million in Council Tax revenue over a ten year period, and it is estimated that each year the residents will spend circa £26m, a majority of which will be spent within Manchester. These schemes provide significant social, environmental economic benefits together with contributing towards the continued regeneration of this part of east Manchester.

The proposal

This proposal would provide 68 affordable homes with 23 houses for affordable rent and shared ownership (11 and 12 respectively) and 45 apartments for social rent.

The houses would be two and three storey with 20, three bed and 3, two bed. Each house would have a car parking space fitted with an electric charging point. The rear garden would contain the refuse area and bike shed.

The apartment building would be four storey with 22 one bed and 23 two bed. There would be 21 car parking spaces, including two for disabled people, with 20% of the having an electric car charging point and 100% cycle provision in an internal secure store. Refuse arrangements would be internal. An external amenity area would be created to the southern side of the building.

Massing & Scale (Continued)



Comparative Massing Elevation along Rochdale Canal & St. Vincent Street

Street scene along St Vincent Street showing the four storey apartment building and a row of three storey dwellinghouses

All homes would meet the City Council's space standards requirements and would be highly energy efficient creating a carbon neutral development.

The layout positions houses onto St Vincent Street and a new section of road created off Woodward Place/Downley Drive. The apartment building would be accessed from St Vincent Street with pedestrian access off the canal towpath.



Proposed layout of the development

The buildings would be constructed in buff brick with deep window reveals and contemporary boundary treatments. This would complement the older brick buildings

in Ancoats and the contemporary architecture in New Islington and Miles Platting. The development provides the opportunity for planting and trees in front of the new houses and in the amenity area of the apartment building.



Indicative image of the proposed dwellinghouses and apartment building

The planning submission

This planning application has been supported by the following information:

- Design and Access Statement;
- Archaeological Desk Based Assessment;
- Flood Risk and Drainage Strategy;
- Environmental Standards and Energy Statement;
- Statement of Consultation;
- Planning Statement (including Green and Blue Infrastructure Statement)
- Noise Assessment;
- Air Quality Report;
- Ground Conditions and Land Contamination Report
- Ecological Assessment;
- Arboricultural Impact Assessment;
- Transport Statement;
- Travel Plan Framework;
- Waste Management and Servicing Strategy;
- Framework Construction Management Plan;
- Local Benefit Scheme;
- Crime Impact Statement;
- Ventilation Strategy;
- Daylight/Sunlight Assessment;
- TV Reception Survey;

- Broadband Connectivity Assessment;
- Residential Management Statement;
- Affordable Housing Statement.

Planning History

067144/OO/NORTH1/03 OUTLINE APPLICATION Mixed use development incorporating approximately 1400 homes, 2,100sqm of retail space, 10,600 sqm of office space, new waterway and lagoon, primary school and health centre Approved

070731/MO/2004/N2 RESERVED MATTERS APPLICATION pursuant to Outline Planning Application 067144/OO/NORTH1/03 relating to modifications to Woodward Place, new access tracks for proposed school to rear of Central Retail Park and section of new canal linking into existing Rochdale Canal Approved

079633/OO/2006/N1 OUTLINE APPLICATION for the re-development of the Miles Platting neighbourhood area, comprising the erection of a maximum of 1443 no. residential dwellings comprising a maximum of 875 no. houses and 568 no. apartments and means of access. Demolition of 278 residential properties and 28 areas of commercial properties/community facilities. Refurbishment works to 1757 retained houses and apartments. Erection of a maximum of 6935 sq. metres (gross) commercial and community facilities (Classes A1,A2,A3,A4,A5,D1 and D2) on Oldham Road/Varley Street. Erection of a maximum 600 sq. metres (gross) inter-denominational community facility floorspace adjacent to Rochdale Canal (Class D1). Provision of a maximum area of 0.74 hectares for education-related Class D1 use to south-east of St. Marks School. Provision of 2.64 hectares public open space including canal-side walkway and informal amenity areas. Provision of new and refurbished highway network and associated parking Approved

085098/FO/2007/N1 Erection of 4 no. terrace blocks of 2 to 3 storeys (with mezzanine) to form 29 (2,3 and 4 bedroom) houses with basement car parking for 38 cars, central communal garden areas, landscaping and associated boundary treatments. Approved

Land Interest Members are advised that the City Council has an interest in the site as landowner and are therefore reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and conservation area. Site notices were displayed. Notification letters have been sent to an extensive area of local residents and businesses.

One comment questions how deliveries etc would access the site as Downley Drive has not been a through road for approximately 30 years.

Highway Services advise that the traffic can be accommodated in the local highway network. The location is highly sustainable with access to public transport. Highway

improvements are required to create a safe highway and pedestrian environment. The level of car and cycle provision is acceptable and should be supported by a travel plan. A construction management plan is required.

Environmental Health recommends conditions regarding construction management plan, lighting and control of glare, glazing specifications and acoustic insulation of the homes. The waste management strategy and air quality assessment is acceptable. Further ground investigations are required including a verification report on completion of the development.

Works and Skills Team recommend a local labour scheme condition.

Neighbourhood Services (Trees) the site has already been cleared of trees and the mitigation proposals in the landscaping scheme are acceptable.

Flood Risk Management details of a surface water drainage scheme should be submitted for approval together with a management regime and verification report.

Environment Agency no objection subject to conditions to protect controlled ground waters from contamination, to agree piling details and to restrict ground infiltration.

The site is located on drift geology of glacial till comprising clay, silt and sand - classified as a Secondary Undifferentiated aquifer. The bedrock beneath the site is Manchester Marl mudstone in the west of the site, classified as Secondary B aquifer, and Collyhurst Sandstone in the east part of the site, classified as Principal aquifer.

The Rochdale Canal is classified as a Water Framework Directive and is also designated as a Site of Biological Importance (SBI) and a Local Wildlife Site (LWS). These assets are considered to be primary controlled waters receptors.

Canal and River Trust further consideration should be given to the location of the bin store in the apartment building and creative use of windows along with greater consideration to the public realm. The construction management plan should minimise impacts on the canal and ensure that its structural stability is not affected. There should be no drainage into the canal and details of lighting should be agreed.

Coal Authority as the site is in the defined Development Low Risk Area a Coal Mining Risk Assessment is not required.

Greater Manchester Ecology Unit advise that conditions should be used to protect the canal during construction, protect nesting birds and seek biodiversity improvements. Further information has been provided during the course of the application to determine that there would be no negative impact on species in the canal from shadowing. The optimum location of the amenity space for the apartment building would be adjacent to the canal.

Greater Manchester Archaeology Advisory Service (GMASS) there is archaeological interest in below ground remains relating to the 19th century Titanic Steel Works, which was replaced in the early 20th century by St Vincent's Home, a

Magdalen Laundry run by the Sisters of Charity. A condition should explore this archaeology further.

Design for Security at Greater Manchester Police a condition should require the development to be carried out in accordance with the Crime Impact Statement.

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 is the key document in Manchester's Local Development Framework 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 and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality affordable homes in a highly sustainable location within a strategic regeneration area.

SO2. Economy – High quality affordable homes in this sustainable location would support economic growth. The construction would create local job opportunities,

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and 100% cycle provision. Trees and planting are proposed.

Policy SP1 'Spatial Principles – The proposal would improve visual amenity and the character of New Islington and the Rochdale Canal. The buildings would be a high quality addition to the street scene and complement existing and recent development in the area.

Policy EC3 'The Regional Centre', Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal– The proposal would provide affordable homes close to all forms of sustainable transport.

Policy CC9 Design and Heritage – The proposal provides a high quality buildings and fills a gap site between New Islington and Miles Platting.

Policy CC10 A Place for Everyone – The proposal would complement the ongoing regeneration of Ancoats, New Islington and Miles Platting. It would be fully accessible with secure parking space for disabled people. On site car parking would be provided with a high proportion of those being adapted for electric car charging.

Policy T1 ‘Sustainable Transport’ – There is access to all public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a highly sustainable location. The range of accommodation sizes and tenures would be attractive to families. Amenity spaces and cycle and waste management arrangements would ensure this is a sustainable and high quality development.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a brownfield site in New Islington and deliver good quality affordable accommodation in a highly sustainable area. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage.

Policy H4 ‘East Manchester’ – The proposal would provide high density homes in a range of tenures and sizes. 23 homes would be suitable for families.

Policy H8 ‘Affordable Housing’ – The proposal would provide 68 affordable homes. 45 social rented, 11 affordable rent and 12 shared ownership.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ –The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed with electric car charging points. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The development has a robust energy strategy. There are no plans for district heating or other infrastructure in the local area.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site.

Policy EN9 'Green Infrastructure' –The development would provide tree planting and landscaping. Green infrastructure would improve biodiversity.

Policy EN14 'Flood Risk'- A scheme to minimise surface water runoff would be agreed. The design would not exacerbate existing flood risk and the risk to residents has been minimised.

Policy EN15, 'Biodiversity and Geological Conservation' - Trees and planting would enhance biodiversity. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' The impact on air quality would be minimised through careful control of construction activities. Other measures to minimise the impact of the operations of the development include a travel plan, 100% cycle provision and use of electric car charging points.

Policy EN17 'Water Quality' - Water saving measures would minimise surface water runoff. The sites historic means that below ground contamination could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality. There would be no worsening of water quality conditions subject to mitigation.

Policy EN18, 'Contaminated Land' – The ground conditions can be addressed. The former use of the site require extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy incorporates recycling principles.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the buildings along with associated impacts on residential amenity from loss of privacy and daylight and sunlight considerations.

For the reasons given above, and within the main body of this report, 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:

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC18 'Conservation Areas' - The proposal would have minimal impact on the setting of the nearby conservation area.

Saved policy DC19 ‘Listed Buildings’ - The proposal would have minimal impact on the setting of nearby listed buildings.

Saved policy DC20 Archaeology states the Council will give careful consideration to development proposals which affect scheduled Ancient Monuments and sites of archaeological interests, to ensure their preservation in place. This is discussed in detail below.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would 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.

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.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Ancoats and New Islington Neighbourhood Development Framework (2014, 2016)

The Neighbourhood Development Framework (NDF) was originally adopted by Manchester City Council's Executive in October 2014 and an updated version was adopted in December 2016. The 2016 NDF highlights Ancoats and New Islington's excellent location within the City Centre and sets out that the area will play a critical role in terms of meeting the city's housing needs.

The application site is located within the neighbourhood of New Islington but lies on the border of Ancoats and Miles Platting on the northern and western boundaries.

The substantial amount of investment over time within the Framework area has provided a legacy of infrastructure provision, assembled sites primed for development. This includes wholesale landscaping and public realm work throughout the neighbourhood namely the Marina, Cutting Room Square and Cotton Fields Park.

The Ancoats and New Islington area remains a key opportunity area where high density development in a sustainable location. This is evident through the recent development activity in the central part of Ancoats and New Islington.

The application site lies between the Poland Street Character Area and New Islington Character Area, sitting adjacent to both areas on its northern and western boundaries. The Poland Street Character Area will prioritise a mixture of residential and commercial land uses that will be paired with active frontages to create a vibrant atmosphere and foster a collective sense of community. Residential uses will be predominantly apartment-led but may include the creation of townhouses to attract

more families into the area and therefore create a seamless transition into the family format of Miles Platting. The New Islington Character Area will be a predominantly residential area with a limited amount of retail uses at ground level and will focus on enhancing the marina through high-quality development.

The 2016 NDF identifies that the low-rise residential neighbourhood of Miles Platting has a distinct character in contrast to the more dense and urban neighbours of Ancoats and New Islington which are more effectively tied into Manchester City Centre. As highlighted within the 2016 NDF, the application site falls within an area which can act as a transition zone between these two distinct characters. This can be achieved through setting design principles that include a gradual decrease in building height from the medium-rise buildings in Ancoats and New Islington into the low-rise family dwellings in Miles Platting.

The Proposed Development has been identified as a key area for future development opportunities in the 2016 NDF. The proposed development represents infill development on a long-term vacant Site that has consistently been identified for residential development. The Site benefits from a location within close proximity to the Rochdale Canal towpath, which is proposed for improvement works in the future. The proposed development will create a more fitting boundary to the towpath, improving natural surveillance and creating an improved environment compared to currently unmaintained vacant site.

Eastlands Regeneration – A New East Manchester (2008, 2011, 2017)

The Site forms part of the Eastlands Regeneration Framework (“ERF”). The area has been promoted for strategic development since the ‘New East Manchester: A New Town in the City’ was first published. This was eventually superseded by ‘The East Manchester Strategic Regeneration Framework 2008 – 2018’.

The Site is identified in the 2008 ERF as part of a Neighbourhood Improvement Area. This would relate to the Miles Platting Private Financing Initiative (PFI) that was formed between Manchester City Council and urban regeneration company Renaissance Consortium in order to revitalise the neighbourhood and improve MCC’s existing housing stock. This housing renewal initiative would therefore support the wider objectives of the Eastlands Regeneration Framework by providing the high-quality housing that is required for the new and existing residents of Miles Platting and East Manchester.

Part of the Site which is immediately adjacent to St Vincent Street to the north and Woodward Place to the south is identified within the 2008 Framework as a Family Residential Neighbourhood. This refers to Miles Platting as it is a predominantly low-rise residential neighbourhood in its character. The 2008 ERF states that Miles Platting will continue to function as a primarily residential neighbourhood while continuing to provide a greater range of housing types and tenures suitable to the new and existing residents of East Manchester.

The 2008 ERF sets out that new housing development in Miles Platting will be promoted on vacant Sites that have resulted from housing and other demolitions.

Following the winding down of the Development Corporation and funding for New East Manchester in 2011, a new strategy was required to develop a range of partnership structures that would take the area forward following the national economic recession. The Abu Dhabi United Group entered into a partnership to commit to the regeneration of the area and the delivery of the 2011 ERF has since helped to guide in excess of £400m of private and public investment in the area, utilising the Etihad Campus as a driver of economic activity.

This investment has delivered significant assets to East Manchester by expanding the Etihad Campus, including new high-class sports facilities, community hubs, sports and educational facilities as well as the opening of the Metrolink Phase 3a East Manchester tramline in 2013, which provided five tram stops in East Manchester.

Refreshed versions of the ERF were later endorsed by MCC in 2017 and 2017. The refreshed 2017 ERF was created to guide and develop future regeneration activity westwards along the Ashton Canal Corridor and aims to connect the Etihad Campus with the eastward expansion of the City Centre. The 2017 framework do not primarily focus on Miles Platting nor make any specific designations to the Site. Although, these frameworks identify the potential for positive linkages to be formed between East Manchester and the City Centre, including Miles Platting.

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 Ancoats and New Islington area.

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.

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the '*purpose of the planning system is to contribute to the*

achievement of sustainable development. The document clarifies that the ‘*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs*’ (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 ‘*Delivering a sufficient supply of new homes*’ states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay*’ (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

This proposal would see the redevelopment of a brownfield site in a key regeneration area for 68 new homes all of which would be affordable and available for social and affordable rent as well as shared ownership. A mixture of one, two and three bedroom accommodation would be available at the site catering for all family sizes and needs.

Section 8 ‘*Promoting Healthy and Safe Communities*’ states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

The proposal has been carefully designed to be safe and secure. Cycle provision is well catered for at the site and along with car parking. Disabled residents would have access to disabled car parking. Rear gardens would be provided for the new dwellings as well as an external amenity area for the apartments.

Section 9 ‘*Promoting Sustainable Transport*’ states that ‘*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*’ (paragraph 103).

In assessing applications for development, it should be ensured that:

- a) appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location;
- b) safe and suitable access to the site can be achieved for all users; and
- c) any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 110)

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 111).

The site is well connected to a range of public transport modes which would encourage sustainable travel to the site. There would be no unduly harmful impacts on the traffic network with physical and operational measures put in place to promote alternative non car travel to the site. A travel plan and operational management would be secured as part of the conditions of the approval.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117).

Planning decisions should:

- a) encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation;
- b) recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production;

- c) give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land;
- d) promote and support the development of under-utilised land. (paragraph 118)

Decisions should support development that makes efficient use of land, taking into account: the identified need for different forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

The site is close to sustainable transport infrastructure. A travel plan, together with enhancement measures, would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided as part of the overall sustainable transport strategy, with the overall objective being to reduce car journeys to the site as well as being supported by electric car charging technology supporting the shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the

standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

The design for the buildings would be highly quality and complement the distinctive architecture within this part of the city centre. The buildings would be designed to a high level of sustainability resulting in a low carbon building and biodiversity and water management measures included within the public realm and place making.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Section 16 '*Conserving and enhancing the historic environment*' 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 (paragraph 189).

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

a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;

b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

The proposal would not result in any degree of harm to the nearby heritage assets. This is considered in detail in the report.

Paragraphs 10, 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

promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

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

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

Heritage states that Public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). Public benefits should flow from the Proposed Development. They should be of a nature or scale to be of benefit to the public at large and not just be a private benefit. However, benefits do not always have to be visible or accessible to the public in order to be genuine public benefits, for example, works to a listed private dwelling which secure its future as a designated heritage asset could be a public benefit.”

Public benefits may also include heritage benefits, such as:

- Sustaining or enhancing the significance of a heritage asset and the contribution of its setting;
- Reducing or removing risks to a heritage asset;
- Securing the optimum viable use of a heritage asset in support of its long-term conservation.

Other legislative requirements

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 case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2017 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls outside of the threshold within “Urban Development Projects” which is 150 residential units. Nevertheless, a Screening Opinion has been adopted which confirms that the environmental effects of this development are not significant to warrant an EIA.

Ancoats Conservation Area declaration

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.

Issues

Principle of the redevelopment of the site and contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the City Region and is crucial to its longer-term economic success. There is a crucial link between economic growth, regeneration and the provision of new homes and, as the City’s economy recovers post-pandemic, more homes are required to fuel and complement it.

The Ancoats and New Islington NDF identifies the site for medium to high density housing as part of regenerating the area. The site is identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which could come forward for housing.

Manchester’s population has increased by 19% since 2001, with the city centre population growing from a few thousand in the 1990s to 24,000 by 2011. The population will increase considerably by 2030, and this, together with trends and changes in household formation, requires additional housing. This proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining continued growth and success.

This development would deliver 68 affordable homes which would be attractive to families, as well as smaller households, in a well-connected location. The affordable homes would be of a mixed tenure comprising social and affordable rent as well as shared ownership thereby enhancing the housing stock for those with specific accommodation requirements.

The 23 houses would offer two and three bed accommodation suitable for families. The 45 apartments, 22 one bed and 23 two bed, would be suitable for families and smaller households looking to downsize, freeing up larger homes in the applicant's property portfolio for families. The space standards for these homes would be consistent with the City's adopted space standards.

Part of the site is currently used as informal green space with an unadopted footpath cutting through it. The site has no formal status as open space within the development plan and the proposal must be considered against the relevant policies outlined within this report. It is a brownfield site having been previously developed. All previous development was removed some years ago and laid to grass in preparation for development.

The site is also a long-standing regeneration priority for the City Council having been identified in various regeneration strategies over the years including the Miles Platting PFI which included the application site when it received outline planning permission. This site did not come forward but the applicant is now in a position to do so and has provided evidence that the proposal is viable and deliverable. The applicant would prioritise local labour through the construction programme and this would be secured as a condition.

The socio-economic benefits associated with the development are significant and would support economic and population growth, create jobs and increase local spending and taxation. The carbon natural design, sustainable drainage, biodiversity improvements from tree planting and soft landscaping would deliver environmental benefits and improve the appearance of the area. These matters are considered further in this report.

The new homes would be consistent with growth priorities and regeneration frameworks for this area and as part of meeting the policies SP1, H1, H4 and EC3 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% is the starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The proposal would provide 68 affordable homes (100%) of which 45 would be for social rent, 11 affordable rent and 12 shared ownership. This is in excess of the 20% requirement required by policy H8.

The affordable housing would be secured through the City Council's land interest in the site to ensure the development remains compliant with the policy. The mixture of social rent, affordable rent and shared ownership is an appropriate mix of affordable housing and meets identified housing needs in this part of the City.

Climate change, sustainability and energy efficiency

The proposal would be a carbon neutral development in a highly sustainable location with excellent access to public transport. The site is close to amenities in Ancoats and the New Islington Marina. The New Islington Tram stop is nearby.

Sustainability principles would be incorporated into the construction process and minimise and recycle waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Each house would have a parking space fitted with a 7kw fast charging electric car charging point. The apartment would have 47% parking, with 20% of them fitted with a fast charging point and the opportunity to review this through the travel plan.

A travel plan would encourage residents to use public transport and reduce vehicle trips from the site. There apartments would have a secure cycle store with 45 spaces and each house would have a cycle store.

The development would be carbon neutral with a highly efficient thermal envelop and low carbon sources for heating and hot water. A fabric first approach provides an efficient air and ventilation with a mechanical ventilation heat recovery (MVHR) system for the apartment building and houses.

The houses and apartments would have air source heat pumps (ASHPs) that would supply hot water to the apartments and both heating and hot water to the houses. In addition, the roof would have an 8kw photovoltaic array.

These measures would achieve a site wide reduction in CO2 over Part L (2013) of the Building Regulations of 61.1%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 9% reduction in CO2 on Part L (2013) Building Regulations. This would decrease further as the grid decarbonises. The applicant is also committed to providing 100% of its electricity from a renewable energy electricity provider from first use. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

The development has also been adapted for climate change by incorporating sustainable drainage measures, permeable pavements and drains and enhancing biodiversity at the site through landscaping and tree planting.

Impact of the historic environment and cultural heritage

The Site is not in a Conservation Area but the southern boundary of the Ancoats Conservation Area is 50 metres away on the opposite side of the Rochdale Canal. There are several Grade II and Grade II* Listed Buildings or structures within the wider area, however none are close to this site. The nearest Listed Building is the Grade II Union Street Bridge on the Rochdale Canal to the west, 200 m away. The nearest Grade II* Listed Building is Waulk Mill which is 240 m from this site.

The applicant has provided information which demonstrates that views of the conservation area and listed buildings are not materially affected by the proposal. Photographs show that there would be no listed buildings visible within views of the proposal as it would be obscured by existing buildings.

Some views of the site would be appreciated from the conservation area but this would not materially affect the significance of the conservation area or how it is understood. The conservation area is more fragmented in this area with no listed building or non designated heritage assets. The area is dominated by vacant sites, surface parking and low rise industrial buildings. The sloping nature of the site towards Downley Drive, hinders views in and out of the conservation area or of nearby listed buildings. The most highly sensitive views in the conservation area are along key radial routes such as Jersey Street which are not affected by the development.

The analysis that the impacts on the nearby heritage assets would not be material is considered to be appropriate. There would be no impact on the significance of the conservation area or listed buildings which would all remain legible and understood.

The proposal would respond positively to its context and reflects the scale of nearby development. The two and three storey houses complement the low rise housing and the apartment building provides a presence to the canal and transitions in scale from the higher density developments in Ancoats to the lower rise developments in this part of New Islington and Miles Platting. The proposal is therefore not considered to conflict with policies EN3 and CC9 of the Core Strategy or saved policies DC18 and DC19 of the UDP.

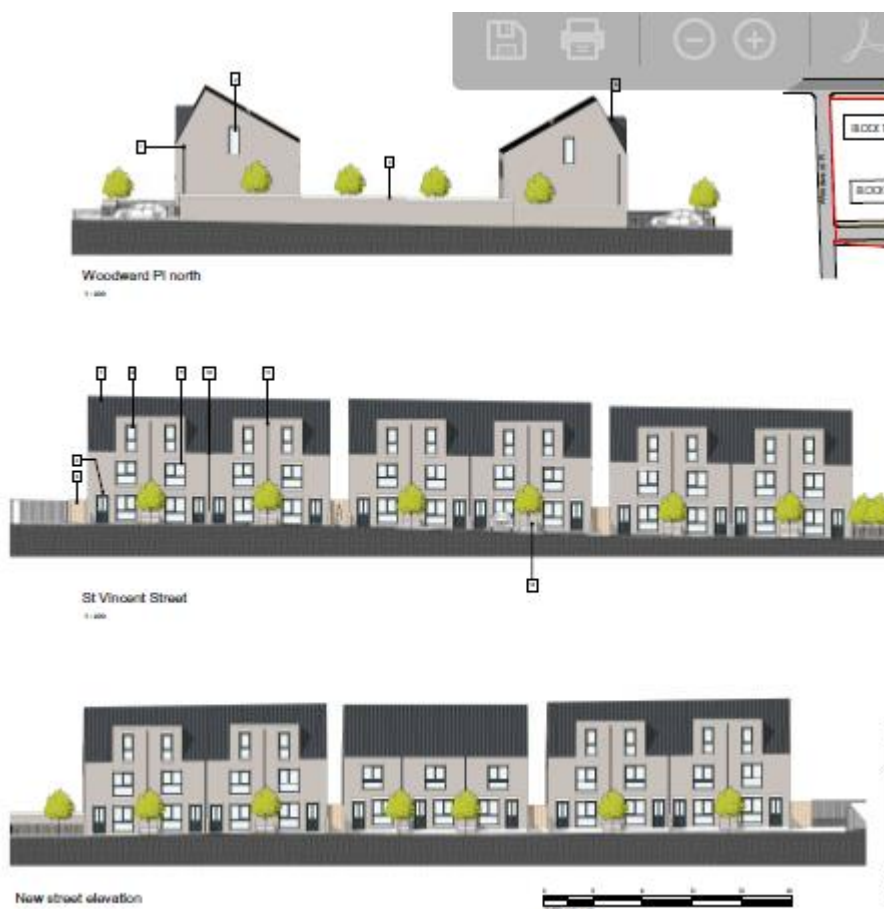
Impact on Archaeology

There archaeological interest relating to the 19th century Titanic Steel Works, which was replaced in the early 20th century by St Vincent's Home, a Magdalen Laundry run by the Sisters of Charity. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works associated with the development. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

The layout and scale aims to create a development of the highest quality with active street frontages and linkages with the Rochdale Canal towpath. There is also a sewer easement across the site which needs to be avoided.

The layout would provide a strong building line along St Vincent Street, Woodward Place and a new section of road parallel to St Vincent Street off Woodward Place. 3 blocks, fronting each road (6 in total), would consist of 3 terrace properties and would be 2 and 3 storey high. Fronts doors and car parking space would be located to the front of each property which would be broken up with hard and soft landscaping and boundary treatment. The scale of the houses would be in keeping with the characteristics of the area.



Elevations of the dwellinghouses

Asymmetric roof forms and dormer bays create a contemporary roof form to the houses. Recessed rainwater goods and fully glazed vertical windows in a deep reveal, with an opaque lower panel, provide a high quality finish to the dwelling. The boundary walls would be in matching brick to provide a robust street edge.



Images of the proposed dwellings

The elevations would be constricted of a buff brick with dark mortar and a standing seam roof which would match the colour of the window frames and rainwater goods. A soldier course header and pre-cast cill would complete a limited materials palette,.



Bay 3 - Houses

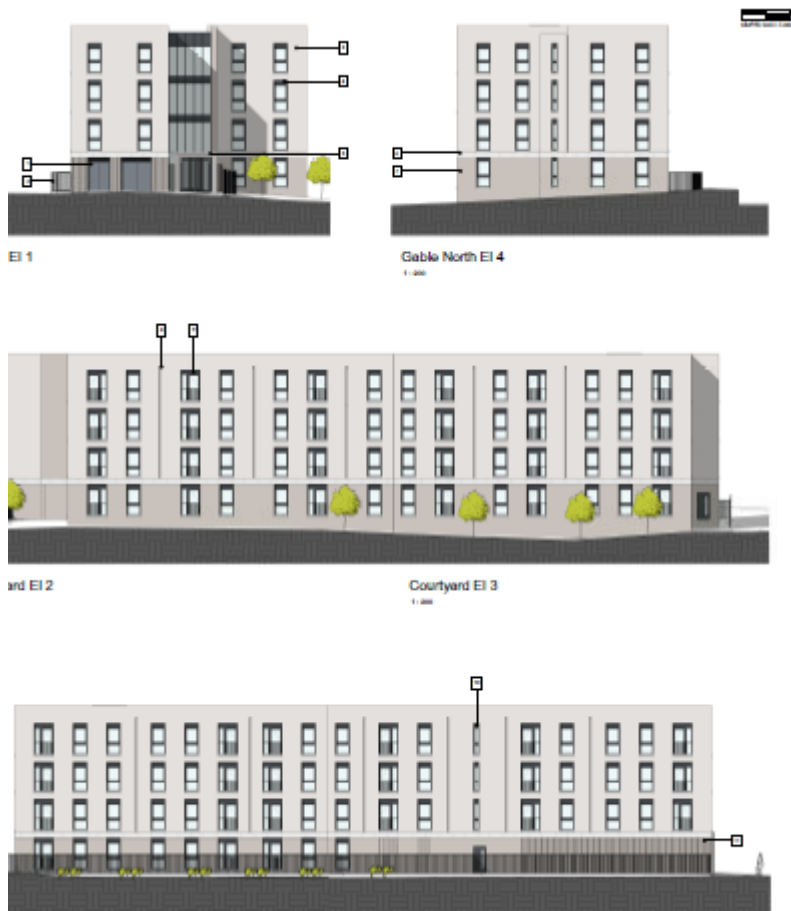
Bay study of the roof, brick work and window reveals for the dwellinghouses

The apartment building would be located off St Vincent Street which would provide access to a car parking area, main entrance and the canal towpath. The building is cranked responding to the shape of the canal. New boundary treatment would surround the apartment, car parking and the amenity area to the rear of the site. Communal cycle and refuse areas would be located on the ground floor. The remainder of the ground floor would consist of fully accessible apartments.



Image of the apartment building to the canal towpath

The four storey building would relate to the larger buildings in the area and create a transition in scale. The apartment building is set further away from the lower rise development and its position on the canal would complement the scale of other buildings around St Vincent Street and the merging character around Poland Street.



Elevations of the apartment building

Avro, Burgess (5-7 storey) and Engel (7 storey), are taller than the apartment building and its height would provide a gradual transition in scale between the low rise housing and these larger buildings fronting the canal. The apartment building would provide a further variation in scale adding interest to the area.

The scale of the apartment building has an appropriate relationship to two storey homes on Kingham Drive and Downley Drive minimising any overbearing and overshadowing impacts, confirmed in the daylight and sunlight section of this report.

The apartment building uses the same buff brick used on the houses. Darker mortar would be used at its base to provide interest and accentuate changes in brick work. Windows would be full height with deep reveals in a regular pattern, some with Juliet balconies. This would provide a strong vertical emphasis to the elevations and reference to the older, mill buildings of Ancoats. The lower section of the window would have an opaque panel similar to the houses.



Bay 1 - Apartments
Bedroom Window - full height
with opaque panel
1:50

Bay 2 - Apartments
Living Area Window - full height
with Juliet balcony
1:50

Bay study of the apartment elevations

The cranked position of the building allows a staggered arrangement to be created to the entrance off St Vincent Street which is expressed by vertical glazing which provide natural surveillance and light to internal corridors.



Main entrance to the apartment building

The layout and scale would complement the character, scale and order of development in the surrounding area and be an appropriate response to the canal. The transition in scale, mass and density would form an appropriate architectural response along in an area containing a mixture of characteristics.

The design is considered to be high quality offering an individual and distinctive piece of architecture for this underutilised part of New Islington. The materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Impact on Trees and green infrastructure

There are 11 trees on site and 8 groups of trees. These have been classified as:

- Category B (moderate quality) – 1 individual tree;
- Category C (low quality) – 9 individual trees;
- Category U (not suitable for retention)– 1 individual trees.

Two group trees are category B together with 4 groups which are category C and 2 category U.

The proposal would result in the removal the following trees from the application site as follows:

- Category B (moderate quality) – 2 groups;
- Category C (low quality) – 9 individual trees, 3 groups and 1 part group;
- Category U (not suitable for retention)– 1 individual tree and 2 groups

The City Arborist has raised no objection to the proposal on the basis that tree planting forms part of the redevelopment proposals.

69 trees would be planted at the site together with new shrubs and hedging. This is considered acceptable and suitably mitigates against the loss of the trees and green infrastructure and would help improve the overall biodiversity at the site as required by policies EN9 and EN15.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The layout of the development would utilise the existing road layout providing natural surveillance to Woodward Place, St Vincent Street, Downley Drive and the Rochdale Canal and towpath.

The footways and carriageway around the site would be upgraded to ensure that they are suitable and safe for pedestrians. The houses would have a private rear garden area suitable for drying clothes, outdoor recreation and storage, with sufficient room for refuse storage. Parking would be to the front. Soft landscaping and boundary treatment would break up the visual impact of the car park and provide a clear distinction between public and private areas. Tree planting would also be introduced to these frontages to soften the street scape.



Landscaping and boundary treatment layout

The apartment building would have a communal garden to the rear with trees, soft landscaping and space for outdoor recreation.

Impact on Ecology

An ecological appraisal 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. No evidence of bat activity was found at the site, however, future lighting at the site should consider impacts in this regard. The vegetation removal would likely lead to some disruption of bird habitats. Greater Manchester Ecology Unit advise that to minimise the impact on breeding birds, demolition of the buildings and vegetation should avoid bird nesting season (March – August). Further information has been provided during the course of the application with demonstrates that there would be no unacceptable impacts as a result of shading onto the canal.

Effects on the Local Environment/ Amenity

- (a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which

surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 11-25 Woodward Place;
- Burgess House and Avro House, St Vincent Street;
- Engels House, St Vincent Street;
- 11 and 12 Downley Drive;
- 13, 14, 15 and 17 Kingham Drive; and
- 22 – 28 Woodward Street Development.

The assessment also documents the impact of the development on the sunlight amenity of the gardens associated with the Downley Drive and Kingham Drive properties.



Properties assessed for daylight and sunlight

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

11-25 Woodward Place

11-25 Woodward Place is a part two storey residential terrace to the south west. The properties are separated from this site by the highway. There are windows in the elevation facing this site which directly overlook the proposal. These rooms are a mixture of habitable rooms (kitchens, living and dining rooms) and bedrooms.

The daylight assessment indicates that 108 windows were assessed, to 46 habitable rooms. 57 windows (53%) currently achieve the 27% VSC target. 51 windows (47%) do not currently achieve the 27% VSC target which is due to recess nature or being positioned on side elevations which limit daylight.

The development would result in small reduction in daylight for the windows at Woodward Place. 107 windows (99%) would continue to either achieve the 27% VSC target or a reduction of less than 20% which is an accepted position by the BRE guidelines as it would not be noticeable by the occupant. The remaining window would achieve a VSC of 19%. This is a living room window which is also served by a second window that would continue to achieve the BRE target.

For NSL, all 46 rooms (100%) would pass the BRE's NSL test, either experiencing no reduction in NSL, or very minor reductions that would not be noticeable.

The sunlight, assessment notes that The Woodward Place terrace is located to the south of the application site. Its windows are either north facing or, where orientated within 90 degrees of due south, not overlooking the application directly.

The daylight and sunlight impact on Woodward Place would not be a unduly harmful.

Burgess House and Avro House, St Vincent Street

Avro House and Burgess House are adjoining apartment buildings located to the west of the site and separated from it by St Vincent Street. Avro House has windows in its eastern elevation which directly overlook this site. The windows of Burgess House do not overlook the site directly, however the proposal would be seen through them once constructed. The rooms overlooking the site are a mixture of habitable uses – living, Kitchen and dining rooms and bedrooms.

The daylight to 35 windows was assessed, to 26 habitable rooms. 28 of these windows (80%) currently achieve the 27% VSC target and 7 (20%) do not. This is due to Avro House directly overlooking Engels House. Within Burgess House, the windows are positioned within the lightwell which inhibits their capacity to receive daylight.

The proposal would result in a reduction in daylight to windows at Avro and Burgess House. 33 windows (94%) would continue to either achieve the 27% VSC target that they currently experience or experience a reduction in existing VSC of less than 20%. 1 would achieve a VSC of 24%. This is a living room window which has a second window that would continue to achieve the BRE target. A further window, located on the ground floor of Avro house would achieve a VSC of 20%. This window is positioned below a balcony. The room is also has another window which meets the BRE guidance.

The NSL assessment states that 25 out of the 26 rooms (92%) would pass the test, either experiencing no or very minor reductions in NSL. 2 rooms (8%) on the ground floor of Avro House, would not pass the test and experience noticeable reductions. These rooms are a bedroom and a living, kitchen, dining room which have a lower daylight sensitivity.

The sunlight assessed 26 rooms, with 35 windows. 25 rooms (96%) currently achieved both the 25% Annual and 5% Winter APSH targets. 1 room would achieve the Annual PSH target but not the Winter PSH target. There would be a general reduction in both Annual and Winter APSH levels. The assessment states that notwithstanding this, all 26 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room occupants.

The impacts on Avro and Burgess House would not be unduly harmful. There would be localised instances where the daylight and sunlight would affect certain windows and rooms. However, the majority of the window/rooms would continue to receive direct daylight and sunlight. The impact of the development would not be unduly harmful to warrant refusal of the application and with conditions remaining acceptable for this area.

Engels House, St Vincent Street

Engels House is to the west separated by St Vincent Street. It has windows in its east elevation which overlook the site directly. The proposal would be seen through these windows. The rooms overlooking the site are a mixture of habitable uses including living/kitchen/dining Rooms and bedrooms.

For daylight 56 windows were assessed, to 54 rooms. 48 (86%) currently achieve the 27% VSC target and 8 windows (14%) do not. These windows are either set within a recess or positioned beneath a balcony or directly overlook Avro House which inhibit the capacity of some of the windows to receive direct daylight.

The proposal would result in a small reduction in daylight for the windows. 53 (95%) would continue to either achieve the 27% VSC target or a reduction of less than 20%, 2 (3%) would achieve VSC values of 22% and 26.9% which are an acceptable tolerance. A living room window on the ground floor, would achieve a VSC value of 20.8%. The window is below a projecting balcony and the room would remain well daylight given the marginal result outside of the acceptable tolerance.

For NSL, 50 of 54 rooms (93%) would pass the BRE's NSL test, either experiencing no or very minor reductions in NSL. 4 rooms (7%) would not pass the BRE and the change would be noticeable. 3 of these are bedroom, which are less sensitive, and the remaining room a living, kitchen, dining room. The assessment concludes that whilst reductions in NSL would be noticeable, all 4 rooms would continue to receive a degree of direct daylight for the majority of the rooms area.

For sunlight, 54 rooms were assessed with 36 windows. 49 rooms (91%) currently achieved both the 25% Annual and 5% Winter APSH targets. 5 rooms (9%) do not. The assessment notes that there would be a general reduction in both Annual and

Winter APSH levels. Notwithstanding this, all 54 rooms (100%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20% accepted by the BRE, on the basis that would not be noticeable.

The impacts on Engels House would not be an unduly harmful. There are localised instances where the daylight and sunlight would affect certain windows and rooms. However, these are windows which are already subject to reductions due to the building design. However, the majority of the window/rooms would continue to receive direct daylight and sunlight. The impact on these buildings is not considered to be unduly harmful to warrant refusal of the application and with conditions remaining acceptable for a city centre area such as this.

11 and 12 Downley Drive

11 and 12 Downley Drive are end of terrace dwellings to the east that have windows on their side elevations overlooking the site, and windows on the front and rear through which the proposal would be seen.

For daylight 27 windows were assessed to 17 rooms. 13 (48%) currently achieve the 27% VSC target 14 do not which are either beneath a projecting porch or below the projecting eaves.

26 windows (96%) would continue to either achieve the 27% VSC target that they currently experience or experience a reduction of less than 20%. The remaining window, is in a door to 12 Downley Drive. Given the small size of the pane, with a very low existing value of 2.7%, the reduction would not be considered to be material.

2 windows (3%) would achieve VSC values of 22% and 26.9%. A remaining living room would achieve a VSC value of 20.8%. The window is below a projecting balcony and the room would remain well daylight.

For NSL, the assessment states that all 17 rooms (100%) would pass the BRE NSL test.

For sunlight, 17 rooms, with 27 windows were assessed. 11 (65%) currently achieved both the 25% Annual and 5% Winter APSH targets. 6 rooms (35%) do not., 4 in 11 Downley Drive and 2 in 12 Downley Drive. There would be a general reduction in both Annual and Winter APSH levels but all 17 rooms would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20% that would not be noticeable. .

The assessment has also considered the gardens of 11 and 12 Downley Drive. Currently the garden of 11 Downley Drive achieve 2 hours of direct sunlight to 64% of its area. The garden of 12 Downley Drive achieve 2 hours of direct sunlight to 53% of its area. As a result of the development, there would not be no change at 11 Downley Drive and 12 Downley Drive would experience a small reduction. Both gardens would pass the BRE Time in Sun test.

The impact on 11 and 12 Downley Drive would not be unduly harmful on daylight or sunlight. There would be localised instances where the daylight and sunlight would affect certain windows and rooms but unduly harmful to warrant refusal.

13, 14, 15 and 17 Kingham Drive

13, 14, 15 and 17 Kingham Drive are two storey terraced dwellings to the east with windows with on their side elevations which overlook the site and windows on the front and rear through which the proposal would be seen.

For daylight 45 windows were assessed, to 30 rooms. 21 (47%) achieve the 27% VSC target and 24 do not which overlook a neighbouring porch. Where positioned at first floor level, these windows are set beneath projecting eaves.

41 windows (91%) would continue to either achieve the 27% VSC target that they currently experience or experience a reduction in existing VSC of less than 20%. Of the remain 4 was (9%), 1 achieves 24.97% which is considered to be within an acceptable tolerance of the BRE target. The room also has a rooflight achieving a very high VSC of 83%. The remaining 3 windows are narrow fanlights above doors of 13, 15 and 17 Kingham Drive.

For NSL, the assessment states that all 30 rooms (100%) would pass the BRE NSL test.

For sunlight, 30 rooms, with 45 windows were assessed. 15 (50%) currently achieve the 25% Annual and 5% Winter APSH targets and 15 rooms (50%), across all four properties, achieve neither. These windows are orientated greater than 90 degrees from due south and with limited capacity to receive direct sunlight.

29 rooms (97%) would continue to achieve the BRE's Winter and Annual sunlight targets, or experience reductions of less than the 20%. 1 room (3%) would achieve the Annual APSH, but not the Winter target. This room is served by a north west facing window, and achieves a Winter PSH of 2% currently, reduced to 1%.

The gardens of 13, 14, 15 and 17 Kingham Drive currently have 2 hours of direct sunlight to 76%, 43%, 76% and 79% of their respective areas. 17 Kingham Drive would experience a marginal reduction the rest would remain the same.

The impact on 13, 14, 15 and 17 Kingham Drive would not be a unduly harmful. There are localised instances where certain windows and rooms would be affected but the change would be minimal and would not warrant refusal.

22 – 28 Woodward Street Development

22-28 Woodward Street are to the north east and are under construction. They have living rooms and bedrooms windows which overlook the Site directly, For daylight 22 windows were assessed to 16 rooms. All windows currently achieve the 27% VSC target.

All 22 windows (100%) would continue to achieve the 27% VSC target that they currently experience or experience a reduction in existing VSC of less than 20%. For NSL, the assessment states that all 16 rooms (100%) would pass the BRE NSL test.

For sunlight, 16 rooms with 21 windows were assessed. 15 (94%) currently achieved both the 25% Annual and 5% Winter APSH targets and 1 achieves neither. There would be some general reductions in Annual and Winter PSH levels but all 16 rooms (100%) would continue to achieve both the BRE's Winter and Annual sunlight targets, or experience reductions that would not be noticeable to the room. There would be no material impact on the daylight and sunlight on these properties.

Overall, when taking account of paragraph 123 (c) of section 11 of the NPPF, whilst it is acknowledged that the proposal would cause a degree of harm to some of the surrounding developments, this is limited and would not be such to warrant refusal of this planning application.

In terms of overlooking, the distances between the surrounding developments are considered to be acceptable. The proposal is separated from existing developments by the existing road network Woodward Place and St Vincent's Street or new sections of carriageway. This provides adequate separation distances.

(b) TV reception

TV reception survey has concluded that there would be minimal impact on digital television services or digital satellite television services. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(b) Air Quality

An air quality report notes that the site is not in the Greater Manchester Air Quality Management Air (AQMA) but roads which may be used by traffic associated with the construction and completed development maybe in the AQMA.

The site is vacant, although previously developed, and close to existing homes on Downley Drive, St Vincent Street and those around the canal. As the site is vacant any activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and that associated with the completed development. The canal is an ecological receptor. These are all highly sensitive for the purposes of considering air quality impacts.

The report provides details on existing conditions in the area and measurements of Nitrogen Dioxide (NO₂) and particulate matter from local air quality monitoring stations. Air quality at the site would be lower than the figures from the monitoring stations, particularly the station along Great Ancoats Street, which are all in an Air Quality Management Area (AQMA).

The main contributors to air quality conditions would be from construction from dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks.

Nearby homes are likely to experience impacts from dust from construction. There would be emissions from construction traffic which will enter the site via Downley Drive and Woodward Street. The report does not anticipate that the volume of construction traffic would be high when compared with existing traffic flows in the area.

The report concludes that the impact on human health would be low and would be further minimised by dust suppression measures and other good practices which must be implemented throughout the construction period which would be secured as part of the construction management plan condition.

When the development is occupied, local air quality is likely to be affected by potential increases in pollutant concentrations from exhaust emissions from traffic. However, based on the trip generation associated with the development the impacts would be negligible.

As the development would operate on an all electrical system, there would be no gas fired boilers or generators which would normally contribute to air quality conditions. The report states that no mitigation is required to minimise the impact when the homes are occupied. A travel plan would promote and encourage public transport use.

All parking spaces would be fitted with a 7kw electric car charging point. 20% of the apartment's car parking spaces would be fitted with a charging point and future demand reviewed by the travel plan. This would help support residents move away from petrol and diesel vehicles. There would be a 100% cycle space provision.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise during construction would be from plant, equipment and general construction activities including breaking of ground and servicing. Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the apartments and dwellings would limit noise ingress from the main sources of external noise, particularly nearby roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the apartments are acceptable. This would be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and homes are appropriately insulated the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Each house would have a refuse store in the secure rear garden. This would store 240 litre bins for general refuse, pulpable recycling, mixed recycling and garden/food waste.

The apartment building would have a 28 sqm internal refuse store serviced from a designated zone at the top of St Vincent Street. The refuse stores would accommodate - 5 No 1100 Litre General Waste, 3 No 1100 Litre Pulpable Recycling; 2 No 1100 Litre Mixed Recycling; and 2 x 240 Litre Food Waste.

Each property would have a 23 litre caddy for food waste and each apartment would have separate storage for refuse, recyclable and compostable materials. Residents would take waste to the waste store. The refuse would be taken to a collection area on St Vincent Street.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

All main entrances would be level. Residential entrances avoid pinch points with a low level reception desk and other measures to help wheel chair users. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. In addition, all the ground floor apartments would be fully accessible with showers and space for a wheel chair user. There would be 10 dedicated parking space for disabled people.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and in a critical drainage 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 surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 requires development to minimise its impact on surface water run off in critical drainage area.

A drainage statement has been considered by the City Council's flood risk management team. Further details are required to complete the drainage strategy in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval.

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

A transport statement notes that all sustainable transport modes are nearby including New Islington tram stop. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

Each house would have a parking space fitted with a fast charging electric vehicle charging point. 21 car parking spaces (47%) including two spaces for disabled people would be available for the apartments. 100% secure cycle provision would be available. The level of car and cycle parking is acceptable to Highway Services.

A travel plan would support residents travel needs including any offsite parking required. A condition should ensure that the travel plan is monitored and residents are supported to find a parking space should they require one.

St Vincent Street would be used to service the apartment building as well as the houses fronting this street. A new section of road is proposed east of Woodward Place. Improvements are required to existing roads and footways including tactile paving. These improvements, along with clarifying areas of adoption, would be secured by a condition.

A construction management plan should be agreed to minimise the impact of construction activities on the highway network and nearby residents. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The Environment Agency and Environmental Health agree that the further investigations and a remediation strategy are required. The ground conditions are not complex so as to prevent development provided a robust strategy is prepared, implemented and the works verified.

A piling condition is recommended to ensure that there is no contamination of below groundwater and to consider any impacts on the structural integrity of the canal.

This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to existing homes and comings and goings from the site are likely to be noticeable. However, these impacts are predictable and can be mitigated. A condition would require approval of a construction management plan which would include details of dust suppression measures, highways management plan and details of machinery use. Wheel washing would prevent any dirt and debris along the road.

Construction vehicles are likely to use St Vincent Street which would minimise disruption from vehicles along Woodward Place and Downley Drive. There is unlikely to be any cumulative impact from construction activity. Whilst there is a large amount of activity in the local area, it is not close to this site and the proximity of the strategic road network such as Great Ancoats Street, should minimise disruption on the surrounding area.

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

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the dwellings and apartments (including upwards extensions), alter the roof and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Public Opinion

A comment has been received about how the proposal would affect vehicle movement along Downley Drive. Downley Drive is currently a cul-de-sac and this arrangement would be removed as a result of the development allowing access onto the new access road.

This would increase permeability in the area which is welcomed and increased natural surveillance. It is recognised that this would increase vehicular movement in the along Downley Drive, however, it is not considered that this would be significant or unduly harmful to warrant refusal of this planning application.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The proposal would have a positive impact on the regeneration of this area and would deliver high quality affordable homes. High quality design would enhance the street scene and canal towpath. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a minimal impact on the setting of adjacent listed buildings and nearby conservation area. There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

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 Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the

application. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

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

Drawings

1907/p/04 Rev B, 1907/p/05 Rev B, 1907/p/02 Rev A, 1907/p/01 Rev E and 1907/p/03 Rev C stamped as received by the City Council, as Local Planning Authority, on the 20 July 2021

1907/p105 and 1907/p/05 Rev C stamped as received by the City Council, as Local Planning Authority, on the 30 June 2021

8801-BA-00-00-DR-A- (31) 001-8 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021

1741/01 Rev A, 1741/SP/04 and 1741/SP/06 stamped as received by the City Council, as Local Planning Authority, on the 2 June 2021

8801-BA-00-00-DR-A (01) (Rev 5), 8801-BA-00-00-DR-A (01) 006 (Rev 4), 8801-BA-00-00-DR-A (01) 007 (Rev 9), 8801-BA-00-00-DR-A (01) 010 (rev 4), 8801-BA-00-00-DR-A (04) 200 (Rev 11), 8801-BA-00-00-DR-A (04) 201 (Rev 11), 8801-BA-00-00-DR-A (04) 202, 8801-BA-00-00-DR-A (04) 203, 8801-BA-00-04-DR-A (04) 204 (Rev 6), 8801-BA-00-00-DR-A (04) 208 (Rev 2), 8801-BA-00-01-DR-A (04) 210 (Rev 6), 8801-BA-00-00-DR-A (04) 100 (Rev 8), 8801-BA-00-00-DR-A (04) 101 (Rev 8), 8801-BA-00-00-DR-A (04) 102 (Rev 9), 8801-BA-00-00-DR-A (04) 103 (Rev 2), 8801-BA-00-00-DR-A (04) 104 (Rev 2), 8801-BA-00-00-DR-A (05) 200 (Rev 7), 8801-BA-00-00-DR-A (05) 001 (Rev 9), 8801-BA-00-00-DR-A (05) 010 (Rev 8), 8801-BA-00-00-DR-A (05) 011 (Rev 8), 8801-BA-00-00-DR-A (05) 105, 8801-BA-00-00-DR-A (06) 200 (Rev 5), 8801-BA-00-00-DR-A (06) 100 (Rev 2), 8801-BA-00-00-DR-A (06) 101 (Rev 2), 8801-BA-00-00-DR-A (06) 102 (Rev 2), 8801-BA-00-00-DR-A (31) 002 (1), 8801-BA-00-00-DR-A (31) 003 (1), 8801-BA-00-00-SH-A (09) 003 (Rev 4), 1907/p/104 and 1907/p/101 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

8801-BA-00-00-DR-A (04) 001 (Rev 14) and 8801-BA-00-04-DR-A (04) 002 (Rev 4) stamped as received by the City Council, as Local Planning Authority, on the 21 July 2021

Supporting information

Design and Access Statement prepared by Buttress Architects, including a schedule of accommodation, and input from Steve Martlew Landscaping; Archaeological Desk Based Assessment prepared by Salford Archaeology; Flood Risk and Drainage Strategy prepared by Carley Daines and Partners; Environmental Standards and Energy Statement prepared by Watt Energy & Consulting Engineers (“Watt”); Statement of Consultation prepared by Deloitte Real Estate; Planning Statement (including Green and Blue Infrastructure Statement) prepared by Deloitte Real Estate; Noise Assessment prepared by Sandy Brown; Air Quality Report prepared by Hilson Moran; Ground Conditions and Land Contamination Report prepared by Carley Daines and Partners; Phase 1 Preliminary Risk Assessment prepared by Carley Daines and Partners; Phase 2 Geo-Environmental Statement prepared by Carley Daines, Phase 3 Remediation Statement prepared by Carley Daines and Partners; Addendum Ground Gas Report prepared by Carley Daines and Partners; Ecological Assessment prepared by ERAP; Arboricultural Impact Assessment prepared by Bowland; Transport Statement prepared by Ashley Helme; Travel Plan Framework prepared by Ashley Helme; Waste Management and Servicing Strategy (including MCC’s Waste Proforma) prepared by Buttress Architects; Framework Construction Management Plan prepared by Whiteley Eaves; Local Benefit Scheme: Statement of Intent prepared by Great Places Housing Association; Crime Impact Statement prepared by Greater Manchester Police; Ventilation Strategy prepared by Watt; Daylight/Sunlight Assessment prepared by GrayScanlanHill; TV Reception Survey prepared by G-Tech; Broadband Connectivity Assessment prepared by Watt; Residential Management Statement prepared by Great Places Housing Association; and, Affordable Housing Statement prepared by Great Places Housing Association.

The above documents were stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

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) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the clearance including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

4) a) The development shall not commence (other than site clearance and demolition) until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

5) Notwithstanding the Flood Risk and Drainage Strategy prepared by Carley Daines and Partners stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021, (a) the development shall not commence (other than site clearance and demolition) until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Drainage layout showing all components, levels, connectivity;
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- Details of surface water attenuation that offers greenfield runoff rates which shall be no greater than 5 l/s;
- 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 with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- CRT data (modelled or historic incident) relevant to canal flood risk at the site; including that produced by the flood study & modelling referenced in CRT correspondence (Appendix K of 20-B-12490.100B Flood Risk Assessment and Drainage Strategy Report); shall be requested from CRT and assessed;
- In accordance with the drainage Hierarchy, the CRT shall be approached again at detailed design to ascertain if they are ready to accept discharge connections. An email of outcome will suffice. If discharge to the canal

remains infeasible, evidence of alternative surface water disposal routes (as follows) is required;

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice;
- Hydraulic calculation of the proposed drainage system; and
- Construction details of flow control and SuDS elements.

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

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).

6) No development shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI.) submitted to and approved in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- i) an evaluation through a 'strip, map and record' excavation;
- ii) dependent on the above, more detailed excavation (subject to a separate WSI).

2. A programme for post-investigation assessment to include:

- production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons / organisation to undertake the works set out within the approved WSI.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

7) a) Notwithstanding the Phase 1 Preliminary Risk Assessment- Downley Drive, Manchester, Carley Daines and Partners Limited, reference 19-B-12490, dated October 2019, Phase 2 Geo-environmental investigation and assessment - Downley Drive, Manchester, Carley Daines and Partners Limited, Reference: 19-B-12490/Downley Drive, Dated: 25 January 2021, Supplementary Report on Gas Monitoring - Carley Daines and Partners Limited, Reference: 19-B-12490/Downley Drive, Dated: 9 March 2021 and Phase 3 Remediation Statement - Downley Drive, Manchester, Carley Daines and Partners Limited, Reference: 19-B-12490/Downley Drive, Dated: 9 March 2021, the development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Provision of the calibration certificate(s) for the gas monitoring equipment to cover the entire period of gas monitoring.
- The human health risk assessment requires updating as it is not based on the most up to date criteria (using SGVs and GACs over the S4ULs and C4SLs with no justification for this), they have also used residential and not residential with gardens which is the worst-case use on site.
- Submission of controlled waters risk assessment;
- Submission of an updated Remediation Strategy following the corrections to the risk assessment

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

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

Reason - 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.

8) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details to ensure the structural integrity of the canal is not affected by the works. 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 SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

9) The development shall not commence until a detailed construction management plan outlining working practices during construction shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Dilapidation survey;
- o Consultation with local residents;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o A method statement to protect the Rochdale Canal from accidental spillages, dust and debris
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Reason - To safeguard the amenities of nearby residents, highway safety and air quality, pursuant to policies SP1, EN15, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

10) Prior to any above ground works, samples and specifications of all material to be used on all external elevations of the development and boundary treatments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part 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.

11) The window reveals and soffits for the development shall be carried out in accordance with drawing 8801-BA-00-00-DR-A-(31) 001 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021 and drawing 8801-BA-00-00-DR-A- (31) 001-8 stamped as received by the City Council, as Local Planning Authority, on the 24 May 2021

The extent of the window reveals and detailing will be as follows:

- Minimum window reveal 190 mm and brick soffit (apartments);
- Minimum window reveal 190 mm and brick soffit (dwellings)

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

12) The boundary treatment shall be carried out in accordance with drawings 1907/p105, 1907/p/05 Rev C and 1907/p/01 Rev C stamped as received by the City Council, as Local Planning Authority, on the 30 June 2021.

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13) The development hereby approved shall be carried out in accordance with the Environmental Standards and Energy Statement prepared by Watt Energy & Consulting Engineers ("Watt") stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021. The development shall achieve a minimum of 20% improvement over Part L 2013 using SAP09 Carbon Factors and shall aim to achieve 61.1% in carbon on Part L 2013 Building Regulations SAP 09 Carbon Factors.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of the development hereby approved.

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

14) Prior to the first occupation of the development, 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.

This shall include:

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

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

15) (a) Notwithstanding drawings 1907/p105, 1907/p/05 Rev C and 1907/p/01 Rev C stamped as received by the City Council, as Local Planning Authority, on the 30 June 2021. , prior to any above ground works, details of a hard and soft landscaping treatment scheme (including street trees) has been submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. 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.

16) (a) Notwithstanding the Noise Assessment prepared by Sandy Brown stamped as received by the City Council, as Local Planning Authority 13 May 2021, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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).

17) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall 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).

18) The waste management arrangements for development hereby approved shall be carried out in accordance with Waste Management and Servicing Strategy (including MCC's Waste Proforma) prepared by Buttress Architects stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

The details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

19) 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 details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

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

20) 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.

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021. 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.

22) Prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle storage arrangements for the apartment shall be carried out in accordance with drawing 8801-BA-00-00-DR-A-(04) 200 stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycles 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).

23) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Details of new areas of highway including possible adoption;
- Alterations of existing highway including creation of new vehicular access points, dropped kerbs and tactile paving to Woodward Place, Woodward Street, Kingham Drive, Downley Drive and St Vincent Street;
- Details of the uncontrolled crossing points at Downley Drive junction with the new road and at St Vincent Street;
- Resurfacing of existing carriageway and footway including introduction of tactile paving to crossing points;
- Double yellow lines waiting restrictions to St. Vincent Street and the introduction of No Waiting at Any Time restrictions for of St. Vincent Street east in its entirety including the turning head and a section of St. Vincent Street west.
- No Waiting at Any Time restrictions to Downley Drive turning head; and
- Waiting restrictions at the following junctions (as shown in Drawing No. 1741/01):
 - o Downley Street / Woodward Street;
 - o St. Vincent Street / Woodward Street; and
 - o Woodward Place / Woodward Street.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

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

24) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument

revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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.

25) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

27) Prior to the first occupation of the development, details and specification of 7 kw fast charging electric car charging points for each dwellinghouse and 20% of the apartments car parking space 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 development and thereafter retained and maintained in situ.

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

28) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme shall be submitted to and approved in writing by the

City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

Reason - To prevent the increased risk of flooding, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations, outbuildings or upwards extensions shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

30) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

31) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

32) 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 to 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.

33) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment prepared by Bowland stamped as received by the City Council, as Local Planning Authority on the 13 May 2021; 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) The development hereby approved shall be carried out in accordance with the Travel Plan Framework prepared by Ashley Helme stamped as received by the City Council, as Local Planning Authority, on the 13 May 2021.

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 during the first three months of the first use of the development 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 occupation of the development, 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).

35) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the apartments (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

36) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the air source heat pumps to the apartments and the dwelling houses hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 17. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

Informatives

- A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer. The S278 will include, but is not limited to: TROs, relocation of the pedestrian refuge and bus stop, footway works etc.

Note: A 'Stage 1' Road Safety Audit should be completed and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; materials, layout, drainage, street-lighting, surfacing, stats etc.

It should be noted that any non-standard materials, street trees will attract commuted sums for on-going maintenance.

- MCC records highlight that the underground Shooters Brook is located within close proximity to the site (approximately 26 m to the east of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found

beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

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: 130390/FO/2021 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

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

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:

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

