

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
133324/FO/2022	23 Mar 2022	1 June 2023	Ancoats & Beswick
133323/LO/2022			Ward

**Proposal** Erection two, part 8, part 4 storey buildings and refurbishment of the southern part of the Ancoats Works building to Pollard Street to form 183 residential apartments and 10 duplex apartments (Use Class C3a) together with flexible commercial space (Use Class E/Sui Generis) (274 sqm) with associated landscaping, car and cycle parking and associated works following demolition and partial demolition of existing buildings.

Listed building consent for removal of an existing roof structure between Hope Mill and Ancoats Works, the replacement of existing gates fronting Pollard Street, and associated works in connection with the residential-led development of Ancoats Works.

**Location** Ancoats Works, Pollard Street, Norfolk Street, Manchester, M4 7DS

**Applicant** Banidev Limited , C/o Capital & Centric & Kamani Property Group, C/o Agent

**Agent** Mr Ed Harvey, Avison Young, Norfolk House, Norfolk Street, Manchester, M2 1DW

## **EXECUTIVE SUMMARY**

The proposal would create 193 new homes and 274 sqm of commercial space within two part 8, part 4 storey buildings together with refurbishment of Ancoats Works. There would be associated landscaping and creation of amenity areas onto the Ashton Canal and within the site. Cycle parking and waste management arrangements would be put in place. With the exception of the Ancoats Works façade all other buildings at the site would be demolished. 2 disabled car parking spaces would be created on Pollard Street.

Nine objections, and one support, have been received from surrounding residents and businesses within Hope Mill.

## **Key Issues**

**Principle of the proposal and the schemes contribution to regeneration** The development is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. This is a brownfield site in a highly sustainable location close Holt Town and New Islington Tram Stops. The proposal accords with the Eastland Framework by bringing forward new housing on a sustainable brownfield site. The homes would be available for market sale. The proposal would meet aspirations to reduce carbon and provide innovative solutions for surface water drainage and biodiversity improvements.

**Economic** This proposal represents a £35 million investment in the area. The 193 homes would support the City's growing population. This is a key economic driver and is vital to a successful and thriving economy. 331 construction jobs would be created for build period, along with those associated with the commercial space and management of the development. Council tax revenue from the development would be in the region of £321,252 per annum.

**Social** A local labour agreement would prioritise Manchester residents for construction jobs. Green spaces and enhanced frontages to the Ashton Canal would be created.

**Environmental** This would be a low carbon development in a highly sustainable location. This would be a car free development, except for disabled parking, with residents encouraged to walk, cycle and use public transport as part of the travel plan. Green spaces, landscaping and trees would contribute to place making. Over 40 trees would be planted at the site. This would improve biodiversity and create habitats for wildlife. Surface water risk would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated, but the conditions are not unusual and do not present a risk to human health or the environment subject to an appropriate remediation strategy.

The height, scale and appearance would contribute to the area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

**Impact on the historic environment** Any harm to heritage assets would be less than substantial and would be outweighed by the economic, social and environmental public benefits of the scheme, in accordance with the provisions of paragraphs 193, 194 and 196 of the NPPF and section 72 of the of the Planning (Listed Building and Conservation Areas) Act 1990.

**Impact on local residents and businesses** The impact on daylight/sunlight, overlooking and wind conditions 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 and the operational impacts of the accommodation can be managed. There are sensitive businesses adjacent who would notice construction activities taking place at the site. These impacts can be managed and mitigated. It is also considered that the residential accommodation can be insulated to minimise impacts from these adjacent businesses.

A full report is attached below for Members consideration.

## **Description**

This 0.58 hectare site is bounded by the Ashton Canal, Carruthers Street, Pollard Street and Hope Mill. It comprises a range of industrial buildings associated with the former Ancoats Works industrial and the former Bank of England public house. The applicant operates a clothing business in the industrial unit but the pub is vacant.



### ***Location plan for the application site***

The site is in Holt Town Central between the Etihad Campus, Miles Platting and Ancoats and New Islington and is on a strategically important link between the campus and the city centre.

There are established residential areas in Miles Platting and New Islington on the opposite side of Carruthers Street, Pollard Street and Piercy Street (on the opposite side of the canal). Hope Mill (Grade II\*), is 7 storeys and forms the eastern boundary of the site and comprises a theatre and other businesses including recording studios.

The Ashton Canal is a pedestrian and cycling route. This is a sustainable and accessible location, well connected to the City Centre, the Etihad Campus and adjoining neighbourhoods. Metrolink stops are nearby.

The site is not in a conservation area but the following listed buildings are nearby: The Ashton Canal Bridge Number 5 (Grade II), Spectator Mill (Grade II) and Hope Mill (Grade II\*).

The site is in Flood Zone 1 and a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor.

### **Planning History**

The application site has the following relevant planning history:

122809/FO/2019 - Change of use of warehouse (Use Class B2) to offices (Use Class B1) and ancillary support spaces with associated elevational alterations, erection of a single storey substation and security office, car parking and boundary treatment  
Approved June 2019

085144/FO/2007/N2 - Erection of two detached buildings of maximum height of thirteen storeys to accommodate 109 residential units and six commercial units (use classes A1, A2, A3, B1 and D1) with associated landscaping, car parking and vehicular access following demolition of existing buildings and retention of existing facade to Pollard Street Withdrawn July 2008

083447/OO/2007/N2 - OUTLINE APPLICATION for the principle of mixed use development comprising 466,063sqm of residential floorspace (equating to a maximum of 4,348 residential units) Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space Approved July 2008

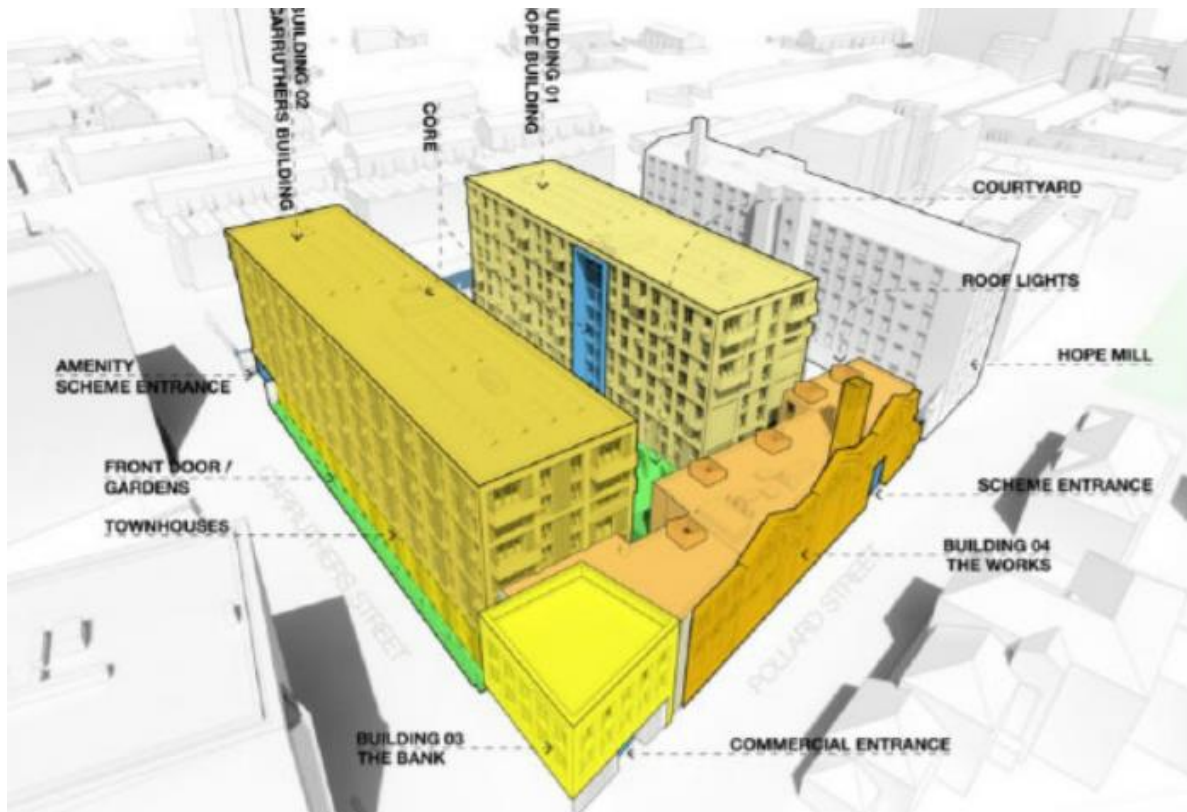
## **The Proposal**

All buildings at the site would be demolished with the exception of the Ancoats Works façade on Pollard Street. 183 homes and 10 duplex apartments are proposed together with 274 sqm of the commercial and amenity space. Landscaping and amenity spaces would be created around the building and an enhanced frontage onto the Ashton Canal. The layout consists of four main buildings:

**Buildings 1 and 2** are located perpendicular to the Ashton Canal and are rectangular in shape following the principles of the adjacent Hope Mill. 178 new homes (80 in building 1 and 98 in building 2) would be created in 8 storey buildings around a courtyard which has an open aspect towards the Ashton Canal.

**Building 3** would be on the site of the former public house and contains commercial on the ground floor and two duplex apartments above in a 4 storey building.

**Building 4** is a four storey building facing Pollard Street. The building is formed of the façade of the original Ancoats Works building and contains the servicing, refuse storage and cycle storage for the development. The upper floors would be homes.



### ***Site layout and scale of the development***

The scale and appearance has sought to respond to the surrounding context and adjacent listed building. Buildings 1, 2 and 4 would be masonry and replicate the regular form of historical buildings in the area. A regular pattern of windows would be created in deep masonry reveals.

2980 sqm of private amenity space would be created for residents and would provide an appropriate setting to the buildings. Spaces would be created for recreation, socialising and relaxation. This would include a Canalside terrace, allotment gardens and green spaces and gardens.

There would be no on site car parking reflecting the highly sustainable location. Parking for disabled people and a car club bay would be provided on Pollard Street. 100% cycle provision would be provided along with a side wide travel plan. Refuse storage would support recycling. A section 106 agreement has been prepared which would encourage the occupants of the development to not purchase resident parking permits associated with the Etihad Campus Residents Parking Zone.





***Image of the proposed development from Pollard Street***

## **The Planning Submission**

This planning and Listed Building applications have been supported by the following information:

- Air Quality Assessment
- Broadband Connectivity Assessment
- Construction Management Plan
- Crime Impact Statement
- Daylight/ Sunlight/ Overshadowing Assessment
- Design and Access Statement (including Waste Management Plan and Public Realm Statement)
- Daytime Bat Survey and Ecological Scoping Survey
- Environmental Standards Statement
- Fire Statement
- Flood Risk Assessment
- Drainage Strategy
- Site Investigation Report Phase 1
- Historic Environment Desk Based Assessment
- Local Labour Agreement
- Noise Impact Assessment
- Planning Statement
- Statement of Community Involvement
- Transport Statement and Interim Travel Plan
- TV and Radio Reception Impact Assessment
- Viability Report
- External Works Material Matrix Report

## Consultations

The proposal has been advertised as a major development, as being of public interest, as affecting the setting of a Listed Building and listed building consent. A Site notice was displayed and a notice placed in the local press. Notification letters have been sent to an extensive area of local residents and businesses. The comments received are as follows:

A letter of support from a business in Hope Mill notes a lack of parking which is already chaotic in and around Pollard Street with blocked pavements.

Nine objections have been received and the comments can be summarised as follows:

- There would be no parking. This is a massive oversight and naïve to think that people would not own their own vehicle. It is acknowledged that public transport accessible. Existing parking problems will worsen during construction from deliveries;
- The proposal would block daylight to the businesses in Hope Mill.
- The proposal would provide more expensive housing when affordable housing is required;
- Manchester is being overdeveloped which is killing the City's culture and affordability and areas such as New Islington and Miles Platting should be left alone by greedy developers;
- The information submitted with the application does not address the impact of the construction process on businesses in Hope Mill. There are noise sensitive uses in Hope Mill that would be significantly adversely affected by this loud noise. An appropriate noise mitigation plan would be required;
- Acoustic testing for the construction and operational phase is flawed and does not recognise the close proximity of noise sensitive businesses within Hope Mill nor does it provide certainty on the location and specification of plant equipment. Plant needs to be kept far away from the noise sensitive uses in Hope Mill. The two year construction period would have long term implications for businesses if it is not managed;
- Conditions should be imposed on the planning permission that for works resulting in the loudest and highest vibration, this is restricted to 07:30 to midday each day. In addition, the external north wall of the current warehouse is retained at full height throughout the construction to act as a sound barrier;
- The acoustic report needs to be repeated with measurements taken directly outside the most sensitive users within Hope Mill to enable more accurate and realistic data to be gathered;
- No consideration has been given to the impact a development of this scale and duration would have on highly noise sensitive businesses but also the impact a highly noise sensitive (and noise generating) businesses such as ourselves would have on long term occupants on the development. This would be significant, adverse and long term without mitigation;
- Proper agent of change principles have not been applied in this application as a result of the noisy uses within Hope Mill and the impact on the residential accommodation within the proposed development. Without proper mitigation

there would be significant and adverse effects on future occupiers. It is estimated that around 100 dB at 10 metres from Hope Mill if a band is recording in one of the recording studios and that the sound transmission would be audible up to 35-40 meters from the studio. This would only be reduced by - 5db at 19 meters (at the north side of Hope building) giving a reading of 95dB, which is way higher than the outside 55dB recommendation as stated in the Noise Impact Assessment. Even if the apartments facing Hope Mill are fitted with the higher specification of glass as stated in the noise assessment then this would only give a further noise reduction of -35db at best giving an approx. indoor noise level in the Hope apartment building (at line of site) of 60db, which is still a way off the desired 35 dB living room resting guidelines. A higher specification of glass should therefore be used along with more substantial soundproofing in the wall construction and no balconies are to be positioned anywhere near the studio;

- The proposed apartment building closest to Hope Mill should be moved further away as 19 metres is too close for sound generated in the studio not to be going to the apartments on the north side of the closest building;
- Use of the gardens would create an ongoing issues if used for social functions and gatherings through the day which would impact on businesses in Hope Mill as a result of noise and vice versa. There should be no amplified music in the gardens and retain the north warehouse wall as high as possible to provide privacy and screening. There should be no maintenance vehicles parking or turning close to Hope Mill along with domestic vehicles;
- The daylight report only references neighbouring buildings at Miliners Wharf, Crossley Court and Piercy Street. There has been no consideration on the impact on Hope Mill. There would be a loss of direct sunlight to businesses on the south facing elevation. Photoshoots take place in Hope Mill due to the natural light. The proposed development should be no higher than 6 storeys and positioned further away to maintain adequate daylight and sunlight;
- There would be a loss of privacy in Hope Mill from overlooking. It is request that obscured glass is integrated into the design that the surrounding area is planted with larger trees that will grow quickly and obscure any direct sight into the studio;
- Hope Mill would be more vulnerable to crime as a result of the development. Taking down the old north side warehouse wall so low would pose a security risk and would be accessible to crime. The wall should be reduced to 3 metres;
- There should be no security access gate near to Hope Mill as this would pose a security risk. The gate should be removed and the only access point retained is the Pollard Street entrance;
- The scale and massing of the building is overbearing and not in keeping with the historic properties in the area. The development would be the same high as Hope Mill which would result in there being no view of Hope Mill at all from the corner of Pollard Street/Carruthers Street and no view from Carruthers street. It would only be visible the tow path bridge on Beswick St and the northern/ eastern side of Pollard Street. The development would be less imposing at 6 storeys and more in keeping with the surrounding area;
- The development would have a direct financial impact on existing businesses in Hope Mill if they can no longer successfully run their business;



- There is no section 106 associated with this development which would benefit the local community. Funds could pay for better lighting and better cycle access to the canal;
- There would only be one cycle space per apartment which is not enough given there are two bedroom apartments;
- There is only one car club bay and the area needs more. As there is no parking people would use taxis and delivery services, however, there is no space for vans or cars to pull up at reception which would lead to roads being blocked;
- The demolition of the last remaining Victorian Warehouses on the canal would result in a loss of history and character of the area. This building and those surrounding tell the story of the evolution of Manchester;
- There should be funding for improvements to lighting and access to the towpath to enable all users to access pedestrian and cycle routes along the Ashton canal towpath between the Carruthers Street entrance and the city centre;
- There should be changes to the design of the main entrance on Carruthers Street to allow for the multiple deliveries, drop offs and pickups that will take place each day, impacting traffic, highway safety, and forcing pedestrians to walk on the road.
- The lack of parking with no nearby parking facilities, would result in new residents parking on street which already occurs and blocks access to driveways and causes safety hazards for pedestrians and people with prams;
- The proposal would worsen air quality conditions and there is green infrastructure being lost at the site by the canal. The only mitigation is a small garden;
- Carruthers Street, Merrill Street, Beswick Street, Every Street and Old Mill Street already suffer from severe traffic during the morning and after work rush hour this development would make this worse;
- Public transport in the area is already overstretched with the tram being full;
- The size of the development would put pressure on existing medical and educational facilities in the area;
- Section 106 monies should be obtained to fund new green spaces in the area and address some of the other social problems in the area such as crime;
- Bats have been seen in the area so the appropriate checks should be made;
- The existing view of the canal should be preserved as much as possible including retaining the existing chimney. The building height should be reduced and set back from the canal;
- The number of apartments should be reduced to reduce the strain on local infrastructure;
- The former public house should not be replaced with a coffee shop. This is a poor offering to the local community;
- Visually the proposed blocks are large, solid forms, dominating the landscape and have a negative impact on Victorian Heritage which would be most noticeable from the canal and the bridge on Carruthers Street;
- Hope Mill would be overwhelmed by the proposed development. The buildings should be smaller and more varied in height;
- Demolition of existing building on site would result in the loss of a heritage asset which have formed part of the industrial landscape since the 19<sup>th</sup> Century;

- The public hose should be retained as it forms one of the original public houses in the area;
- The new landscaping around the site should be accessible to everyone not just residents of the development;
- The development should create more commercial space as there is a need for shops in the area;
- There should be improvements to lighting and access to the towpath to enable all users to access pedestrian and cycle routes along the Ashton Canal towpath between the Carruthers Street entrance and the city centre;
- Changes to the design of the main entrance on Carruthers Street to allow for the multiple deliveries, drop off and pick ups that will take place each day, impacting on traffic, highway safety and pedestrians navigating the footpath;
- The view of Hope Mill would be completely altered by this development and hidden behind the new development particularly as you emerge from the bridge under Carruthers Street heading east;
- The view of Hope Mill would also be affected from the Piercy Street development;
- There would be a deterioration in the quality of outlook from Piercy Street and a loss of privacy from overlooking into the communal gardens of this development and the individual properties. There would also be direct loss of sunlight;
- Secondary glazing does not protect the businesses from the lengthy construction period and once the homes are occupied it does not protect us from any loud noise emanating from the homes or nearby gardens;
- Secondary glazing does reduce high frequencies but it doesn't have a substantial reduction in all levels (especially bass). Without double glazing and secondary glazing the businesses won't survive;
- The current windows in the Mill are porous and disintegrating. They only have 4 mm glass in and are poor for sound insulation. New windows should be made. Secondary glazing would not stop bass from reaching or being heard in the homes. Replacing the windows with secondary glazing would greatly reduce bass frequencies even further which is better and longer term solution;
- Secondary glazing alone would not be sufficient to protect the apartments if they open windows;
- There are flaws in the acoustic report in that it has used average levels (LAeq) in calculations. Maximum levels (LAm<sub>ax</sub>) should be used to give data on the worst case scenario.

**Highway Services** the proposal would be car free and is unlikely to generate significant increase in the level of vehicular trips and therefore does not raise any network capacity concerns. Parking bays on the north west side of Pollard Street includes two for disabled people. Double yellow lines are proposed on both side of Carruthers Street and on the south east side of Pollard Street. A loading bay would be created on Pollard Street for refuse collections and servicing. Resurfacing of footways are required and reinstatement of paving. A travel plan and construction management plan should be agreed.

**Environmental Health** recommends conditions regarding construction management, lighting and control of glare, acoustics (residential and commercial (including restriction of certain noisy uses)) and plant. The waste management strategy and air

quality assessment are acceptable. Further ground investigations are required including a verification report on completion. Further acoustic monitoring has taken place to assess noise from road traffic and from the operation of Hope Mill event nights and noise from the use of the 1<sup>st</sup> floor recording studio/rehearsal room taking a worst case scenario with residential windows open. The glazing specification in the report shows higher specification of glazing is required to all apartments facing Hope Mill. Combined with their mechanical ventilation system this demonstrates that the homes can be acoustically insulated from the noise from Hope Mill. In addition, there would be secondary glazing installation to the recording studios to further prevent the outbreak of noise. These measures combined would help minimise noise from these Hope Mill businesses even if the windows in the homes facing Hope Mill are open. MVHR is proposed for all homes and details of this system is required, including the extract and intake points and any acoustic mitigation that may be required to achieve the required criteria.

**Works and Skills Team** recommend a local labour scheme condition.

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

**Neighbourhood Services (Trees)** two street trees appear to being removed.

**Environment Agency** the previous use of the site as a Cotton Mill and Engineering Works presents a medium risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location, being situated upon Secondary A aquifers and adjacent to Ashton Canal. Details of the remediation strategy should be agreed to minimise the risk to controlled waters.

**Greater Manchester Ecology Unit** the building has negligible potential to support bats but recommend that an informative is imposed in the event they are found. The removal of vegetation and the buildings in bird nesting season should be avoided. Biodiversity measures should be agreed.

**Historic England** have no comments.

**Canal and River Trust** a method statement is required on the impact on the canal wall and a construction and environmental management plan should ensure that pollutants do not enter the canal. Lighting should avoid glare onto the canal corridor and ensure that any planting does not affect the canal corridor. They welcome the development and the creation of the active frontage to the canal, the position of the buildings and their overall appearance. The removal of the boundary treatment to the canal would help improve the appearance along this corridor. The retention of the brick wall, with its former window openings requires re-consideration due to concerns about the impact on the canal edge.

**Greater Manchester Archaeology Advisory Service (GMAS)** the buildings proposed for demolition should be subject to an historic building investigation and the site subject to intrusive archaeological investigation in advance of any development. A planning condition would be required to secure this.

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

**Health and Safety Executive (HSE)** have provided comments on fire safety aspects of the scheme and has highlighted areas where additional consideration should be given. The outstanding matters relate to Fire service access including firefighter travel distances and Fire service facilities including fire main provision. These outstanding matters have been drawn to the applicant's attention to ensure that they are considered early in the design process. Further consideration is given to this within the report below.

## **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:

**S01. Spatial Principles** –The proposal would deliver high quality homes, commercial and amenity spaces in a highly sustainable location in a strategic regeneration area.

**S02. Economy** – High quality homes in this sustainable location would support economic growth and new commercial and community spaces would support job creation. 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.

**Policy SP1 ‘Spatial Principles** – The proposal would improve visual amenity and retain the historic façade of Ancoats Works. This would contribute positively to the street scene and complement development in the area.

**EC2 ‘Existing Employment Space’** the proposal would result in the loss of industrial buildings. The site is located in a regeneration area where change is expected to take place and site redeveloped for housing. It is considered that the site serves better the overriding objectives of the City Council by meeting housing need. The is considered elsewhere within this report.

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

**Policy CC9 Design and Heritage** – The proposal provides high quality buildings in Holt Town together with the retention of the historic façade of Ancoats Works.

**Policy CC10 A Place for Everyone** – The proposal would complement the ongoing regeneration of East Manchester. Level access is proposed with lifts in the listed building. Parking would be provided for disabled people.

**Policy T1 ‘Sustainable Transport’** – There is access to all public transport modes including Holt Town and New Islington tram stops.

**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 is appropriate. 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 East Manchester and deliver good quality accommodation in a highly sustainable area. The fabric would be efficient with sustainable features such as photovoltaics and sustainable drainage are included.

**Policy H4 ‘East Manchester’** – The proposal would provide high density homes. The homes would be a mixture of one and two beds with larger townhouses and apartments. The development would cater for a range of household needs and be suitable for families.

**Policy H8 ‘Affordable Housing’** – The proposal would not provide any affordable housing due to viability constraints. This has been independently tested. The viability would be re-tested at an agreed date in the future to determine if the viability has improved and a contribution can be sought.

**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 in the report.

**EN4 'Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development'** – The proposal would have energy efficient fabric. A travel plan and cycle provision is proposed. The fabric would be energy efficient and minimise energy demands.

**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 CO<sub>2</sub> reductions from low or zero carbon energy supplies'** - The buildings functions would reduce overall energy demands. The building fabric would be high quality and energy costs should remain low.

**Policy EN9 'Green Infrastructure'** –The soft landscaping and trees would enhance biodiversity and improve green infrastructure.

**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'** – The site has low potential for bats and the impact on birds can be mitigated.

**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 and 100% cycle provision.

**Policy EN17 'Water Quality'** - Water saving measures would minimise surface water runoff. Historic uses means that below ground contamination could impact on ground water. Remediation measures are required to minimise any risk to below ground water quality. Air quality would not be worsened subject to mitigation.

**Policy EN18, 'Contaminated Land'** – 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.

**PA1 'Developer Contributions'** states that where needs arise as a result of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure a mechanism to review the viability at an



appropriate date in the future in order to determine if there has been a change in market conditions to enable a contribution towards affordable housing in the City as required by policy H8.

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 DC19 ‘Listed Buildings’** – The impact on the listed building is considered in detail in the report.

**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.

## **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’.

Significant new development around Eastlands has either been delivered or is planned, including the recent approval of the game-changing Co-op Live Arena, which will be a world-leading venue delivered by OVG. In addition, Planning Permission for a new world-class workplace campus for small and medium-sized

businesses to form, scale and thrive and set within 1.5 acres of green public realm amenity, has been approved by Manchester City Council earlier this year in relation to a site at Pollard Street.

The ERF provides recommendations for future regeneration activities that will enable new social, community, commercial and development initiatives in and around the Etihad Stadium, with the emphasis on guiding development activity westwards along the Ashton Canal Corridor to connect the Etihad Campus with the established eastward expansion of the city centre, building on its ongoing regeneration momentum.

The application site is located within the Holt Town Central Area as defined within the 2017 ERF update. This area is located between, and connects, the Etihad Campus and the Ancoats and New Islington neighbourhoods. The area has been seen as the 'missing link' in the regeneration of the Ashton Canal Corridor from the City Centre to the Etihad Campus.

The ERF 2017 set out Holt Town as a mixed-use neighbourhood anticipating higher density residential uses including family homes across a range of price points and tenures, employment space for a wide variety of businesses from "makers" to tech entrepreneurs, with local retail and services to support the wider area, making maximum use of the proximity to the Holt Town Metrolink stop.

The ERF also highlights the potential of 'the extraordinary listed former mill buildings' offering significant potential for commercial, residential and cultural uses, creating a neighbourhood of character, similar to Ancoats.

The regeneration of the area will be underpinned by the reuse and preservation of historic mill buildings fronting onto the canal and that infill developments on adjoining sites should be of a scale and character to complement these buildings, reinforcing the respective identities of the old and the new.

### **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 (2021)**

The revised NPPF re-issued in February 2021. 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 60).*

Para 65 states that at least 10% of housing should be 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 redevelop a brownfield site in a key regeneration area for 193 new homes. A mixture of 1, 2 and 3 bedroom accommodation would be provided catering for all family sizes and needs. Viability has been tested and in order to deliver a viable and deliverable scheme to the quality proposed, together with restoring the listed building, the scheme could not support an affordable housing contribution. This is considered in further detail within the report.

Section 6 *'Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 81).

Accommodation used by local businesses and workspaces would be lost. The applicant is rationalising and extending other sites in the local area to accommodate their business needs and this site is no longer required and offers a better purpose than its current use.

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92).*

The proposal would be safe and secure. Cycle parking is provided along with car parking. Disabled residents would have access to parking. New public realm and green infrastructure would be provided with improved access to the Ashton Canal.

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 105).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; 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 110).

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 111).

Within this context, applications for development should: 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; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; 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; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 112)

All developments that 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 113).

The site is well connected to all public transport modes which would encourage sustainable travel. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. 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 119).

Planning decisions should: 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; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; 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; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 120)

Local Planning Authorities should take a positive approach to applications for alternative uses of land which is currently developed but not allocated for a specified purpose in plans, where this would help to meet identified development needs. In particular they should support proposal to: use retail and employment land for homes in areas of high housing demand, provided this would not undermine key economic sectors or site or the vitality and viability of town centres, and would be compatible with other policies in the Framework; make more effective use of sites that provide community services such as schools and hospitals (paragraph 123)

Planning policies and decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; the important of securing well designed, attractive and healthy spaces (paragraph 124).

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 125 (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 proposal would re-use and redevelop brownfield land. The scale and density of the proposal is considered to be acceptable and represents an efficient use of land. There would be a loss of existing employment uses which is considered within this report. The 193 homes would help meet known housing and regeneration requirements in East Manchester. The site is close to sustainable transport

infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Onsite parking would be provided but the overall objective would be to reduce car journeys. Electric car charging would support a shift away from petrol/diesel cars.

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality, beautiful and sustainable 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. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process*' (paragraph 126).

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; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 130).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 131).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design 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 134).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm.

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 152).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 154).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 157).

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.

Paragraph 183 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriate remediated.

Paragraph 185 outlines that decisions should ensure that no development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment.

There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity. There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 186 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

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 194).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; 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 197)

In considering the impacts of proposals, paragraph 199 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 200 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 202 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 203).

The proposal would not result in a degree of harm to the 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 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and 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 and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. 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 exceeds of the threshold within "Urban Development Projects" which is 150 residential units. A Screening Opinion has been adopted

which confirms that the environmental effects of this development are not significant to warrant an EIA.

## **Issues**

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

Regeneration is an important planning consideration. There is a crucial link between economic growth, regeneration and the provision of new homes and as the economy of the city recovers post-pandemic, more are required to fuel and complement it.

Manchester's population has increased rapidly since 2001 and is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires additional housing. Around 3,000 new homes are required each year and the proposal would contribute to this need. Providing the right quality and diversity of new housing for the increasing population is critical to continued growth and success.

East Manchester has been identified for high density housing and this development would deliver a variety of housing types and be attractive to families. The proposal would be a key development between the city centre and the Etihad Campus and retain the façade of Ancoats Works. The Eastlands Regeneration Framework identifies Holt Town as suitable for mixed use residential led developments to meet population and regeneration objectives.

193 homes would be delivered in a highly sustainable, well-connected location. The homes and commercial activity would bring increased footfall and activity and complement regeneration in New Islington, Miles Platting and around the Etihad Campus. There would be one (35%), two (63%) and three-bed (2%) and duplex homes and would be suitable to families. The sizes would be consistent with the City's space standards with all one bed apartments suitable for 2 people.

Pretty Little Thing, a subsidiary of the applicant, occupy the site. Permission was granted in 2019 for a new office development at the site but was never implemented due to feasibility issues. The applicant is currently extending their premises nearby at Wellington Mill for additional office space for the business and operations at this site are now minimal.

Policy EC2 seeks to retain existing employment sites in the city. The policy does allow alternative uses to be considered where they offer a greater benefit to the City's objectives and priorities than the existing use.

The site also contains the Bank of England public house which has been vacant and boarded up for many years. There has been no interest in bringing the public house back into active use and it is not registered as a community asset. Its condition is poor and has a negative impact on the visual amenity of the area.

The site is in a regeneration area which has earmarked sites for residential led development and residential use is entirely consistent with the aspirations of the framework. It would bring new homes and commercial space to this underutilised site

and contribute significantly to the growth and regeneration of the area and act as an important catalyst for future regeneration. The development would retain and re-use an historic façade allowing an appreciation of the legacy of mill buildings in this area. The proposal would help to realise the visions set out in the various development frameworks as underpinned by policy SP1 of the Core Strategy.

Significant economic and social benefits include the creation of approximately 331 construction jobs for the duration of the construction.

The new households would spend around £5 million per year. The new homes would generate Council Tax revenue of around £321,252 per annum

A local labour agreement would ensure that these economic and social benefits are fully realised.

These socio-economic benefits are significant and would remove an underutilised site and support economic and population growth which would create jobs and increase local spending and taxation.

It is considered that the development would be consistent with the regeneration frameworks for this area including the City Centre Strategic Plan and would complement and build upon the City Council's current and planned regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, H4, SP1, EC1, EC3, CC1, CC3, CC4, CC7, CC8, CC10, EN1 and DM1. As such, it is necessary to consider the potential impact of the development.

### **Affordable Housing**

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a 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.

An applicant may seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application proposes 193 homes for open market sale and 274 sqm of commercial floor space (class E/sui generis). The delivery of homes and the regeneration of East Manchester is a key Council priority.

The proposal would develop a contaminated, brownfield site and retain the façade of a mill building. The condition of the site is poor and the buildings are deteriorating.

This would be a high quality development with significant areas of open space around the buildings and to the canal edge. All accommodation would comply with the Residential Quality guide, active frontages would enliven Carruthers Street and Pollard Street along with the new amenity areas onto the Ashton Canal. All these matters have an impact on viability.

A viability report, which has been made publicly available through the Councils public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £1,230,000 is within the expected range based on comparable evidence. The Gross Development Value would be £52,961,626 which would give a profit of 17.5% on GDV.

On this basis, the scheme could not support an affordable housing contribution. This would ensure that the scheme is viable and can be delivered to the quality proposed. The viability would be subject to review at an agreed date to determine any uplift in market conditions which may improve the viability and secure a contribution towards affordable housing in line with the requirements of policy H8.

### **Climate change, sustainability and energy efficiency**

This would be a low carbon building in a highly sustainable location with all forms of public transport nearby. Sustainability principles would be incorporated into the construction process to minimise and recycle waste, ensure efficiency in vehicle movements and sourcing and use of materials.

This would be a car free development, with the exception of parking for disabled people, which would help minimise vehicle emissions. A travel plan would encourage residents to use public transport. There would 100% cycle provision.

The all electric building would benefit as the grid decarbonises. The fabric would be highly efficient to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation system. The heating and cooling systems would be highly efficient. Photovoltaic panels to the roof would generate renewable energy.

The development would achieve a 16.6% improvement on Part L (2013) in line with the requirements of policy EN6 which seeks to achieve a 15% reduction in CO2 on Part L (2010 (or 9% over Part L 2013) Building Regulations. A condition requiring a post construction review would verify that this reduction has been achieved. Electricity at the site would be obtained from renewable sources.

The landscaping and trees (including street trees) would deliver enhance biodiversity and an efficient drainage system would minimise the effects of surface water.

### **Impact of the historic environment and cultural heritage**

The site is not in a Conservation Area and does not contain any listed buildings or structures. Nearby listed buildings would be affected and the impacts require consideration. The urban grain is a mix of low-quality parking, cleared sites and industrial buildings with modern medium to low rise housing including Milliners Wharf, Piercy Street and Crossley Court.

The site contains non designated heritage assets in the form of Ancoats Works and the former Bank of England Public House.

A heritage assessment has considered the impact on nearby listed buildings and non-designated heritage assets as required by paragraph 194 of the NPPF. This identified that there was one Grade II\* and 8 Grade II listed buildings within 300 metres which are mainly mill buildings or canal infrastructure. Only 3 of those listed buildings are deemed to be affected and have been given further consideration. Those affected are as follows:

*Hope Mill (Grade II\*)* is located immediately to the north east. It was once part of a larger cotton mill complex which extended into the application site. Hope Mill share a courtyard space and gated entrance with Ancoats Works. The building was constructed in 1824 and has been the subject of later additions and alterations. The façade is predominately red brick with ashlar sandstone dressings, double pitched roof with Welsh slate coverings.

The significance of the building is derived from its architectural interest much of which is still evident and its commercial use allows its internal spaces to be appreciated. Its also significance also relates to the use of technology with related columns, cross beams and cast iron slate laths evident associated with the former engine house. There is also group value derived from the relationship with other mill buildings and infrastructure associated with the Ashton Canal.

*Bridge Number 4 over the Ashton Canal (Grade II)* is located immediately adjacent to the north western boundary and carries Carruthers Street over the Ashton Canal. The structure is constructed of red brick in English garden wall bond with cast iron and sandstone. The bridge is an example of an early 19<sup>th</sup> century road bridge and has group value with the wider canal infrastructure and former mill buildings.

*Bridge Number 5 over the Ashton Canal (Grade II)* is located 105 metres to the norther east and carries Beswick Street over the Ashton Canal. Its significance is similar to that of bridge number 4 and forms part of the surviving canal infrastructure in the area.

The non designated heritage assets in the area include:

*Ancoats Works* was converted from a cotton mill to engineering works around 1880. The works associated with the conversion resulted in the construction of a new façade and gated entry along Pollard Street. This elevation is predominately red brick, a terracotta stringcourse and stone arches. The gates entry comprises a pair of brick walls and pillars with stone caps and copings. This elevation is considered to be highly significant and screens less attractive buildings behind. There are some

features of historical significance including cast iron columns and brackets. There is group value with the other mill buildings in the area

*Bank of England Public House* was constructed in the early 19<sup>th</sup> century and was used by workers of the mills giving it significance alongside the other older buildings in the area. Whilst the building has significance as an example of a 19<sup>th</sup> century alehouse, it is currently in a poor state of repair and has clearly been substantially altered, both internally and externally, including use of render on the exterior and is believed to not have been in active use since 2012 reducing its significance as a local community asset.

The key conclusions and impact on the significance of the heritage assets is summarised as follows:

*Hope Mill* – The development would be close to the Grade II\* listed building. Hope Mill is highly visible from a number of vantage points. These views would become more selective following development. Its south western elevation would become largely obscured albeit there would be a 20 metre gap to Hope Mill.

The significance of Hope Mill is not defined by one particular elevation rather, it is important due to its value as a historical mill building and its relationship with other similar buildings and infrastructure in the area. Historically, the main view of Hope Mill would have been from the Ashton Canal as it was flanked on either side by other large mill buildings. The view along Pollard Street would have been important. The proposal would not obscure either of these views which would remain legible and understood. The gap between the proposal and Hope Mill, and its scale and appearance would enhance the setting of the listed building by removing a deteriorating site and replacing it with a high quality development. There would be a low level of harm to Hope Mill following the development.

The listed building application seeks approval for the removal and replacement of the Pollard Street gate. A non original roof structure requires removal and the elevation made good, including the reinstatement of an original window. These interventions are minor in nature and would reinstate obscured parts of the façade. Conditions would ensure that appropriate methods are followed for the work and the new gate is appropriate and fixed to the listed building without causing any further harm.

*Bridge Number 4* – The asset would remain legible and understood in its context and retain its group value with other assets. The removal of the buildings at the site would further erode the industrial feel of the area. This would have a minor impact on the assets and its group value with other listed and non designated assets. The overall impact on the asset would, however, be negligible.

*Bridge Number 5* – The asset would remain legible and understood in its context and retain its group value with other assets. The removal of the buildings at the site would further erode the industrial feel of the area. This would have a minor impact on the assets and its group value with other listed and non designated assets. The overall impact on the asset would, however, be negligible.



*Ancoats Works* – The proposal would remove Ancoats Works, except for the Pollard Street elevation and attached gates and a modest amount of the rear of the building and the large chimney. The openings along Pollard Street would be infilled apart from the loading bay door which would become a new entrance. The retained façade would be repaired, cleaned and removed of vegetation. The demolition would result in loss of historic value from the site. This would cause heritage harm and affect the significance of the building. Notwithstanding this, the most significant part of the building would be retained and incorporated into the scheme retaining the original street frontage to Pollard Street and the relationship with Hope Mill.

*Bank of England Public House* would be demolished with a new building constructed. Its loss would result in irreversible heritage harm. Its condition precludes it from any viable use and its replacement with a well designed modern building would benefit the wider development site.

This major development would be seen in the same context of a number of heritage assets and in most instances would result in a low level of *less than substantial harm*, as defined by paragraph 196 of the NPPF, to their setting and significance. There would also be a total loss of the Bank of England Public House and only a retention of the Pollard Street façade of the former Ancoats Works (both non designated heritage assets). This would also amount to less than substantial harm.

Listed buildings would remain legible and understood and any harm caused, including the loss of the non designated heritage assets, would be outweighed by substantial regeneration benefits. It is considered that this would provide the public benefits required by the paragraph 202 of the NPPF which outweighs any harm which arises. These public benefits are considered in detail below.

### **Assessment of Heritage Impact**

The proposal would result in instances of very low level harm through changes to the setting of Hope Mill and the canal bridges. These impacts would result in a very low level of less than substantial harm.

There would also be the total loss of the Bank of England Public House and only the retention of the Ancoats Works façade to Pollard Street. This would also amount to less than substantial harm.

In these circumstances, it is necessary to assess whether the impact suitably conserves the significance of the heritage assets, with great weight being given to the asset's conservation (and the more important the asset, the greater the weight should be) (paragraph 199 NPPF). Any level of harm should be outweighed by the public benefits that would be delivered in accordance with the guidance provided in paragraph 202 of the NPPF. In assessing the public benefits, consideration has been given to paragraph 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

This is a development site, as defined by Core Strategy policy SP1, and is in a key regeneration area. Its condition is deteriorating with the buildings no longer being fit for modern employment purposes. The Bank of England public house has not been

occupied for a significant period which has accelerated its deterioration. The site would be regenerated in line with Council policy with new homes and historic fabric retained where possible.

The architecture and place making would enhance the area and provide 193 homes with commercial space on the site of the former public house. Construction jobs would be created along with Council Tax revenue when the homes are occupied. The development would also meet sustainability objective with highly efficient building fabric meeting low carbon objectives.

Public realm would be created with tree planting which would improve pedestrian and cycle links, drainage benefits and improved biodiversity and wildlife habitats.

The visual and heritage assessments show a low level of harm to heritage assets in most instances as the development would be viewed in the same context as them. The level of harm would be low level as the significance of the heritage assets would remain legible and understood both individually and where there is group value.

Mitigation and public benefits are derived from the sites redevelopment and contribution towards the Eastlands framework vision. The heritage impacts would be at the lower end of less than substantial harm with the significant public benefits associated with this development more than outweighing this low level of harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings as required by virtue of S66 of the Listed Buildings Act, and paragraph 202 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 202 of the NPPF.

### **Impact on Archaeology**

There is archaeological interest relating to Pooley's Mill. Greater Manchester Archaeology Advisory Service (GMAAS) consider that further investigations are required prior to the commencement of any ground works. They also recommend that any demolition works are subject to a building survey. This would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

### **Visual amenity**

The siting, scale, appearance and contribution to place making responds to the surrounding and emerging context in order to comply with policies SP1, EN1 and DM1 of the Core Strategy.

Four buildings are proposed. Amenity areas, including a canal terrace would be created for residents. Building 1 is a rectangular, perpendicular to the Canal. It is set away from the servicing courtyard of Hope Mill to provide a gap between them. Building 2 would be on Carruthers Street creating built form to the street edge. This would be enhanced by duplex apartments situated on the ground floor with their own front door from the street set behind boundary treatment.

Building 3 would occupy the corner of Pollard Street and Carruthers Street and replace the pub. A ground floor commercial unit would activate the street with residential above. Building 4 would incorporate the retained historic façade of Ancoats Works. Servicing, refuse and cycle provision would be created in the ground floor with residential above.



### ***Ground floor layout of the development***

The development creates a strong frontage to the roads around the site and open up views towards the canal. The retention of the historic façade of Ancoats Works is welcomed and provides a reference to the evolution at the site.

The Eastlands regeneration framework established a parameter of 8 storeys to guide building heights in the Holt Town area. The site has previously been occupied by taller building interspersed with smaller buildings. There is also a need to be responsive to the setting of the listed Hope Mill.

Buildings 1 and 2, at 8 storeys, are the tallest. They are similar in form, orientation and scale to Hope Mill. There would be a consistent gap and rhythm between these buildings and Hope Mill and ensure that the listed building remains legible and understood in its new context from the canal towpath and Pollard Street.

Buildings 3 and 4 are 4 storeys matching the eaves line of the Ancoats Works façade. This would preserve the setting of the listed building when viewed along Pollard Street and ensure the built form along Pollard Street is appropriate.



***East elevation viewed from Pollard Street***



***West elevation viewed from the Ashton Canal towpath***

The main material for buildings 1 would be red masonry with deep window reveals providing depth to the façade. Blocks 1 and 2 adopt a similar design approach with a grid format and a strong vertical emphasis and solidier coursing emphasising double bays. Double height recessed brickwork would be arranged vertically across the double bays.



ada Study - Carruthers St - 3D

***Bay studies – Carruthers Street (left) and Ashton Canal (right)***



The base of building 2 has individual front doors and a main entrance off Carruthers Street, articulated by glazing. This is the main entrance to the complex with a secondary entrance off Pollard Street.



### ***Carruthers Street elevation***

The regular window arrangement are set within deep brick reveals. Slim profile window frame, a discrete ventilation system in the soffit of the window and irregular projecting and Juliet balconies provide a high quality façade with interest.

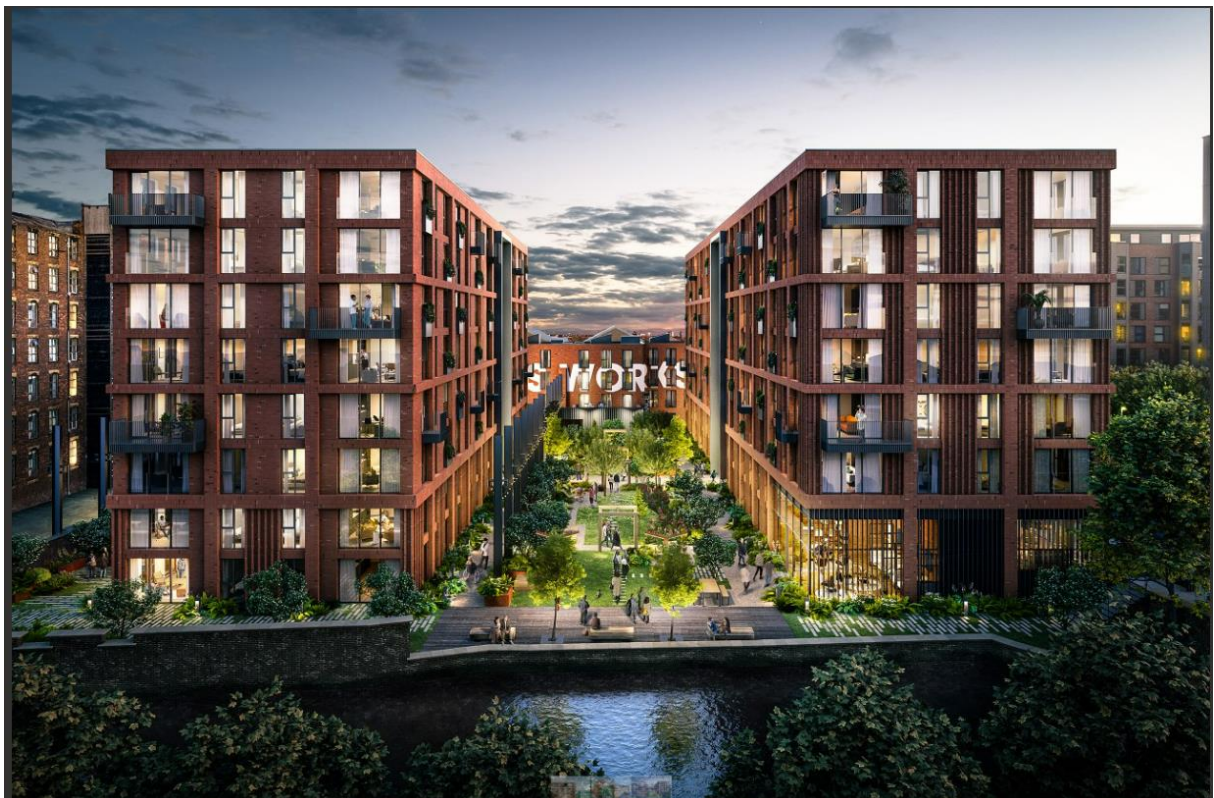
The retained Ancoats Works façade to Pollard Street would be cleaned and repaired. The extended area to the rear would be masonry and follows the principles established for building 1 and 2 in respect of window arrangements.





### ***Retained Ancoats Work façade***

The façade to building 3 would have green glazed terracotta tiles. The deep window reveals and soffits would be lined with terracotta.



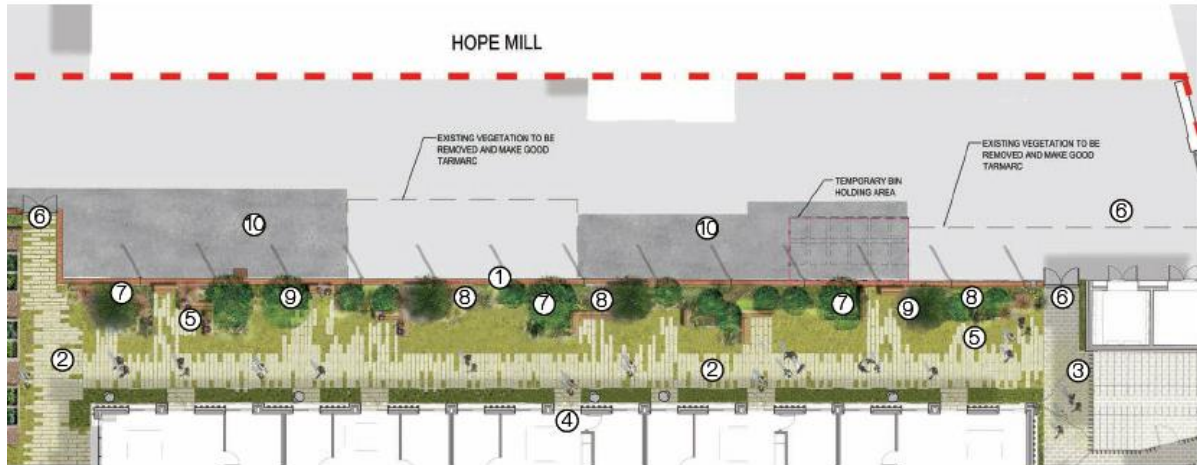


This would be an early development and could act as a catalyst for further regeneration. Its scale, massing and appearance provides an appropriate response to the character of the area and the adjacent listed building. The masonry façade responds to nearby developments. The design would be acceptable and conditions would ensure that it is delivered to the required quality.

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

### ***Landscape character areas***

**Millside Square** is a green space between the northern block and Hope Mill providing a communal garden space with tree and shrub planting and hard landscaping. The existing brick wall along the boundary with Hope Mill would be retained (reduced to 1.8 metres) creating a sense of privacy.



### ***Millside square***

**Courtyard Gardens** is in the centre with informal seating, planters, pergolas and trees for residents. This is an important interface for the buildings and be suitable for BBQs, outdoor dining, yoga classes and reading. It would include rain gardens and SuDs features.



### ***Courtyard Gardens***

**Waterside Terrace** would provide an open waterfront setting facing onto the Ashton Canal. Seating would be provided with tree planting, lighting and a picnic area. The existing wall in this position would be removed to allow views to be opened up together with the canal wash wall being repaired including new coping edge.





### ***Waterside Terrace***

**Green Heart Gardens** would be a further amenity space with large lawn areas for informal recreation and activities. It would have a parkland character with trees and planting with timber seating. The landscaping would be SuDs adapted to absorb rainwater.



### ***Green Heart Gardens***

**Entrance Plaza** is a hard landscaped area connecting the two main apartment buildings. The area would be cycle friendly offering generous spaces for cyclists and pedestrians to mix. This space would provide a high quality arrival space and include semi-mature trees and seating framing views across the courtyard. The hard landscaping would be durable reflecting its use.





### ***Entrance Plaza***

**Pocket Garden** is a courtyard with an intended use for social and private seating offering a more intimate garden space. Planting beds and enclosed seating areas would together with BBQ and table tennis would provide opportunities to sit with friends and family. Informal paths would be created with paving plants and planting offering a variety of colours. There would also be opportunities for tree planting in this space.



### ***Pocket Garden***

Internal Street is a link connecting building entrances and the cycle storage area. There is also direct access for pedestrians to Pollard Street. The area is characterised by planting beds and soft landscaping. A small courtyard space is created with paving and planting which forms a service access point to the ground level commercial unit fronting onto Carruthers Street and Pollard Street.





### ***Internal Street***

**Allotment Garden** is an area for vegetable growing alongside fruit trees. The intention of this area is a community allotment space where residents can grow. The area would be enclosed by some of the existing canal wall.



### **Allotment Garden**

The landscaping scheme is comprehensive and includes areas for recreation and play, more private spaces and areas to grow food. Over 40 trees would be planted with planting and shrubs. This would improve biodiversity and there would be opportunities for sustainable drainage to manage water.

### **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 on local habitats.

Greater Manchester Ecology Unit have considered the report and concur with its findings that the buildings to be demolished have negligible bat roosting potential. An informative should be imposed on any planning permission in the event bats area found. The buildings and vegetation should also be cleared outside of bird nesting season to avoid impacts. Biodiversity measures should be agreed and this should be a condition of the planning approval.

### **Effects on the Local Environment/ Amenity**

(a) Sunlight, daylight, overshadowing and overlooking



An assessment has been undertaken to establish the likely effects on daylight and sun light received by properties around the site. Consideration has also been given to instances of overlooking which would result in a loss of privacy.

The following properties were assessed as part of the survey:

- Milliner's Wharf;
- Crossley Court; and
- Piercy Street.



### ***Properties assessed for daylight and sunlight***

In determining the impact of the development on 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.

The BRE guidelines provide the requirements governing daylight to existing residential buildings around development sites. The light available to a window

depends on the amount of unobstructed sky that can be seen from the centre of the window. The amount of visible sky and amount of available skylight is assessed by calculating the vertical sky component (VSC) at the centre of the window. The guidelines advise that bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. They also suggest that distribution of daylight within rooms is reviewed although bedrooms are considered to be less important.

The BRE guidelines also sets out a more detailed tests that assesses the daylight conditions in rooms. These include the calculation of the Average Daylight Factors (ADF) which determines the level of illumination.

Where a VSC result show that a room would be adversely impacted, an ADF and/or DD analysis should be prepared to enable a more informed view to be taken as to the overall impact on daylight levels.

For sunlight, there is a requirement to assess main windows which face within 90 degrees due south. Windows which do not face within 90 degrees due south do not get direct sunlight.

A summary of the daylight impacts are detailed below:

#### Milliner's Wharf

Milliers Wharf is to the south west on the opposite side of Carruthers Street.

100 windows were assessed, to 47 habitable rooms. 82 windows (73%) would achieve the VSC target. The 28 windows that would not achieve the target are either bedrooms (11 windows) or living rooms (17) with more than one window. 45 windows would meet the NSL target. The two rooms which do not meet the NSL target are bedrooms.

All 15 rooms assessed for sunlight accorded with the ASPH guidelines.

There would be a modest impact on Milliners Wharf which would not be unduly harmful that it would warrant refusal.

#### Crossley Court

Crossley Court is to the south on the opposite of side of Pollard Street.

144 windows were assessed, to 35 habitable rooms. Only one window would fall below the VSC target. The reduction would be 24.8%. The guidelines state that a 20% reduction would be noticeable to occupants. Four rooms would not meet the NSL target . There are no rooms facing within 90 degrees due south and therefore no requirement to assess impact on sunlight.

There would be a modest impact Crossley Court which would not be unduly harmful that it would warrant refusal.



### Piercy Street.

Piercy Street is to the north on the opposite of side of the Ashton Canal.

All the 78 windows/39 rooms assessed would continue to fully accord with the BRE target for VSC/NSL and daylight. 26 rooms assessed for sunlight would accord with the ASPH guidelines.

In terms of overlooking, the distances between the site and surrounding developments are acceptable. The proposal is separated from existing developments by the road network and Ashton Canal. This provides adequate separation distances.

There are objections relating to the impact daylight, sunlight and privacy to the adjacent Hope Mill building to the east. Hope Mill is a commercial premises and does not contain any homes. The BRE guidelines only provide criteria to assess the impact on residential accommodation. There is an service courtyard to the north side of Hope Mill which is not affected by the proposal. In addition, an area of landscaping is introduced in the application to further separate building 1 from Hope Mill. This provide a gap of 20 metres between the two buildings. This would minimise overlooking between the two buildings.

#### (b) TV reception

A 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 a post completion survey to be undertaken to verify this and that no additional mitigation is required.

#### (c) Air Quality

An air quality report notes that the site is partially located in the Greater Manchester Air Quality Management Air (AQMA) (where there are exceedance of annual mean nitrogen dioxide). Roads in the AQMA are likely to be used by traffic associated with construction and the completed development. The site is partially vacant and any increase in activity would be noticeable.

There are homes, businesses, primary schools and recreational areas which could be affected by construction traffic and activities and when the development is complete and all are highly sensitive to air quality impacts.

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 therefore likely to experience the effects of this during the construction period. There would be emissions from construction traffic which will enter the site via Bradford Road.

The report concludes that the impact on human health would be low and would be minimised by dust suppression measures and other good practices which must be

implemented throughout the construction period and would be secured as part of the construction management plan condition.

When the development is occupied, the effect on local air quality conditions would not be significant with only minor localised impacts which are within an acceptable range. This development is car free and is supported by 100% cycle provision and a travel plan to support sustainable travel choices and promote excellent public transport links in the area.

Environmental Health concur with the conclusions and recommendations in 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 would be during construction from plant, equipment and activities including demolition work, breaking of ground and servicing.

It is acknowledged that work would take place close to homes and businesses and comings and goings and other construction related activities are likely to be noticeable. These impacts would be short and temporary in duration and predictable.

Noise levels would be within acceptable limits provided that operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents and businesses.

A condition requires a construction management plan to be agreed and this would need to clearly set out how noise would be managed.

When the development is occupied, a mechanical ventilation system and appropriate glazing would ensure that noise levels within the apartments are acceptable to minimise the impact from nearby roads, adjacent uses and noise transfer from ground floor commercial accommodation (where this relationship exists). Details of a scheme are required to be agreed to ensure that it is adequate given this sensitive context. This would also be the subject of verification prior to occupation.

There are some sensitive users in Hope mill including recording studios who have raised concerns about the impact of the construction process of business operations and the impact of the businesses on the future occupants of the homes.

In accordance with the 'agent of change' principle, the applicant has had to consider the likelihood of potential impacts from existing business. The applicant has undertaken further acoustic testing when the businesses of Hope Mill are in operation. An acoustic insulation scheme has been designed, including the specification of glazing and mechanical ventilation, to minimise the impact of this noise on the homes together with the introduction of secondary glazing to two noise sensitive businesses in Hope Mill. The combination of these measures would

minimise noise outbreak from the business to acceptable levels (with both the windows closed or open) to the satisfaction of Environmental Health.

Final details of the mechanical ventilation system are still required, but it has been demonstrated that the homes can be insulated from the noise from the businesses at Hope Mill.

The businesses in Hope Mill are concerned about construction noise and have requested that their windows are removed and upgraded alongside the installation of secondary glazing.

Measures in the construction management would require close dialogue with adjacent businesses to ensure that no noisy work takes place when the businesses may require lower noise levels.

The acoustic report demonstrates that the combination of the secondary glazing, higher specification of glazing and mechanical ventilation system would be sufficient to minimise the noise outbreak from Hope Mill. Noise data has verified this with the windows open and closed in the new homes. This has demonstrated that new windows would not be required in addition to the secondary glazing in the Mill. Average levels as well as Maximum levels have been used to demonstrate this.

The installation of the secondary glazing to the two businesses in Hope Mill would be secured with the S106 agreement. This would require Listed Building Consent to be secured for the installation of the secondary glazing prior to the commencement of the development and that the secondary glazing is in situ prior to the commencement of the demolition works.

A planning condition would be required to agree the final acoustic specification of the buildings including post completion testing to ensure that it appropriately insulates against noise and no additional measures are required. This would need to be agreed by planning condition.

Similarly, conditions would be used to ensure that the construction process is carefully managed to prevent any unduly harmful impacts, with engagement with local businesses, and residents, being strongly encouraged to inform them of noisy work. It is acknowledged that would be some short term, temporary impacts from the construction process but these impacts can be managed and mitigated. The applicant has also been strongly advised to obtain membership of the Considerate Constructors Scheme.

There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented.

Provided that construction activities are carefully controlled and the plant equipment and residential and commercial accommodation 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**

Sufficient space would be provided in each home for the storage and recycling of waste. A 124.4 sqm bin store would be created within the Ancoats Works building (number 4) with 40 x 1100 litre bins and 12 x 240 litre. Recycling would be prioritised. Residents would take their refuse to the bin store and on collection days, the management company would move the bins to the designated collection point on Pollard Street. Environmental Health are satisfied that the refuse arrangements for the residential element are acceptable in order to satisfy policies EN19 and DM1.

The commercial unit would have their own dedicated refuse storage. Final details would be agreed by planning condition once the end user is known.

Postal and parcel deliveries would be organised via a secure lobby with post boxes in the main entrance area off Carruthers Street. Larger deliveries, and those which need to be signed for, would be handled by the management team in building 1. Over sized deliveries would be catered for at the Pollard Street servicing entrance.

## **Accessibility**

The proposal would create an inclusive environment and all entrances and the public realm would be level. There is lift access to all buildings. There would be 2 car parking spaces for disabled occupants.

## **Flood Risk/surface drainage**

The site is 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. 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 Holt Town and New Islington tram stops. The transport assessment indicates that the proposal would have a minimal impact on the highway network.

The development would be car free with the exception of two bays for disabled people and a car club outside the development on Pollard Street. Modifications to traffic regulations would be required to accommodate this.

There would be a ground floor bike store with 122 secure cycle racks. 99 homes would be large enough to accommodate a bike. 6 cycle stands would be provided in the landscaping for visitors.

A condition should ensure that the travel plan is monitored and that residents are supported to find a parking space should they require it. In addition, the applicant is committed using the travel plan to discourage residents from purchasing a residents parking permit once the Etihad Campus Residents Parking Zone is extended upon occupation of the new Arena at the Etihad Campus. This would also be reflected in the Section 106 Agreement.

The main access and servicing routes would be from Pollard Street where a loading bay would be created for waste collection and servicing. The servicing arrangements are satisfactory.

Amendments to the highway are required to create the parking and loading bays together with re-instatement of footways and redundant drop kerbs. This would be agreed as part of the conditions of approval. A construction management plan is also required to be agreed.

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 requires the CIS to be 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 ground conditions are not complex provided a strategy is prepared, implemented and the works verified. This approach should form a condition to comply with policy EN18 of the Core Strategy.

### **Fire Safety**

It is a mandatory planning requirement to consider fire safety for high rise buildings in relation to land use planning issues. A fire statement must be provided, and the Health and Safety Executive (HSE) must be consulted. Government advice is very clear that the review of fire safety at Gateway One through the planning process should not duplicate matters that should be considered through Building Control.

A number of queries raised by the HSE have been addressed. There are outstanding matters but these are issues that should be addressed through Building Control and are not land use planning issues that can be dealt with through the planning process. The applicant has responded to these comments and therefore the issues are being

considered early in the design process as a result of the consultation at Gateway One.

Fire Safety measures in relation to site layout, water supplies for firefighting purposes and access for fire appliances is addressed in the Fire Safety Report and supplementary information will be specified in the approved plans and supporting information condition of any consent granted. On this basis it is considered that there are no outstanding concerns which relate to the remit of planning as set out in the Fire safety and high-rise residential buildings guidance August 2021.

It is recommended that an informative of the planning approval highlights the need for further dialogue with relevant experts as part of the approval of Building Regulations in order to ensure that all matters relating to fire safety meet the relevant Regulations.

### **Construction management**

The work would take place close to homes, a school and businesses and comings and goings, noise, dust and disturbance is likely to be noticeable. However, these impacts should be short in duration, for the duration of the construction period, and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

As detailed elsewhere within this report, there are residential properties and businesses which are in close proximity to the site and would be affected by construction work. Consultation with local residents and businesses is essential and is required to form part of the construction management plan in order to demonstrate that residents and businesses are informed of noisy work.

Construction vehicles are likely to use Pollard Street, Carruthers Street and Bradford Road. The use of main roads would likely minimise disruption locally.

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, businesses 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 new building apartment building upwards 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.

## **Legal Agreement**

A legal agreement under section 106 of the Planning Act would secure a mechanism to re-test the viability of the scheme at an agreed future date to determine if there has been a change in conditions which would enable an affordable housing contribution to be secured in line with policy H8 of the Core Strategy as explained in the paragraph with heading “Affordable housing”.

In addition, there is a requirement to retain the original architect to ensure that the development is delivered to the design quality set out in this planning application together with discouraging residents to purchase a parking permit to minimise on street parking. This is in line with policy PA1 ‘Developer Contributions’, EN1 ‘Design Principles and Strategic Character Areas’ and DM1 ‘Development Management’.

There is also a requirement to secure Listed Building for the installation of secondary glazing Consent for two businesses in Hope Mill. Both Listed Building Consent and installation should take place prior to the commencement of the development including demolition works. This is in line with policy DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

## **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 site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1 and EC3). The Eastland Framework identifies development in this area for up to 8 storeys and for a mixed use residential led scheme to meet expected housing and population growth in the area.

This proposal would contribute to the supply of new homes and provide 193 one, two and three bedroom apartments along with commercial accommodation. Active frontages would make a positive contribution to the street scene. The development would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

Careful consideration has been given to the impact of the development on the local area (including residential properties, business, schools and recreational areas) and it has been demonstrated that there would be no unduly harmful impacts on noise,

traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated, and would not amount to a reason to refuse this planning application.

Construction impacts can also be appropriately mitigated to minimise the effect on the local residents and businesses.

The proposal would amount to less than substantial harm to the listed building but this is significantly outweighed by the substantial public benefits which would be delivered as a consequence of the development (socially, economically and environmentally as required by S66 meeting the criteria in paragraph 202 of the NPPF in full. There is a clear and convincing justification for the proposal.

**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.

### **Planning application 133324/FO/2022**

#### **Recommendation**

Minded to Approve subject to the signing of a legal agreement to secure a re-testing of the viability to determine whether a future affordable housing contribution can be secured, to secure the use of the original architect, to include an obligation to prevent future residents purchasing residents parking permits and to secure listed building and installation of secondary glazing to two businesses in Hope Mill.

#### **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 and impact on the listed building. 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.

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

1596-BDP-XX-00-DR-A-10200-P03, 1596-BDP-XX-00-DR-L-90200\_P07, 1596-BDP-XX-00-DR-L-90201\_P06, 1596-BDP-XX-00-DR-L-90202\_P03, 1596-BDP-XX-00-DR-L-90203\_P01, 1596-BDP-XX-00-DR-L-90400\_P01, 1596-BDP-XX-00-DR-L-90600\_P01, 1596-BDP-XX-01-DR-A-10200-P03, 1596-BDP-XX-02-DR-A-10200-P03, 1596-BDP-XX-08-DR-A-20200-P10, 1596-BDP-XX-XX-DR-A-10201-P03, 1596-BDP-XX-XX-DR-A-10302-P03, 1596-BDP-XX-XX-DR-A-10303-P03, 1596-BDP-XX-XX-DR-A-10304-P03, 1596-BDP-XX-XX-DR-A-10306-P03 and 1596-BDP-XX-XX-DR-A-10307-P03 stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022

1596-BDP-XX-00-DR-A-20200-P14, 1596-BDP-XX-01-DR-A-20200-P13, 1596-BDP-XX-02-DR-A-20200-P13, 1596-BDP-XX-03-DR-A-20200-P13, 1596-BDP-XX-04-DR-A-20200-P13, 1596-BDP-XX-05-DR-A-20200-P13, 1596-BDP-XX-06-DR-A-20200-P13, 1596-BDP-XX-07-DR-A-20200-P13, 1596-BDP-XX-XX-DR-A-20301-P09, 1596-BDP-XX-XX-DR-A-20302-P09, 1596-BDP-XX-XX-DR-A-20303-P09, 1596-BDP-XX-XX-DR-A-20304-P09, 1596-BDP-XX-XX-DR-A-20305-P10, 1596-BDP-XX-XX-DR-A-20320-P05, 1596-BDP-XX-XX-DR-A-20401-P06, 1596-BDP-XX-XX-DR-A-20402-P05, 1596-BDP-XX-XX-DR-A-21601-P05, 1596-BDP-XX-XX-DR-A-21602-P05, 1596-BDP-XX-XX-DR-A-21603-P04, 1596-BDP-XX-XX-DR-A-21604-P04 and 1596-BDP-XX-XX-DR-A-21605-P05 stamped as received by the City Council, as Local Planning Authority, on the 27 July 2022

#### Supporting Documents

Air Quality Assessment prepared by Miller Goodall, Broadband Connectivity Assessment prepared by WECE, Construction Management Plan prepared by Capital & Centric/Chroma, Crime Impact Statement prepared by GMP, Daylight/sunlight/overshadowing prepared GIA, Daytime Bat Survey and Ecological Scoping Survey prepared by Rachel Hacking, Environmental Standards Statement prepared by WECE, Fire Statement prepared by BB7, Flood Risk Assessment prepared by WML Consulting Ltd, Drainage Strategy prepared by WML Consulting Ltd, Site Investigation Report Phase 1 prepared by WML Consulting Ltd, Historic Environment Desk Based Assessment prepared by ARS, Local Labour Agreement prepared by Avison Young, Noise Impact Assessment prepared by Hepworth Acoustics, Planning Statement prepared by Avison Young, Statement of Community

Involvement prepared by Font Comms, Transport Statement and Interim Travel Plan prepared by SK Transport, TV and Radio Reception Impact Assessment prepared by G-Tech and Viability Report stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022.

Response to HSE comments stamped as received by the City Council, as Local Planning Authority, on the 30 May 2022

Email from Ed Harvey including revised Acoustic Report and overheating strategy stamped as received by the City Council, as Local Planning Authority, on the 25 May 2022

Noise Impact Assessment, Hepworth's Report No: P21-076-R01v14 September 2022 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2023

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

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

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

4) No demolition works or 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 demolition 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).

5) Prior to the commencement of the development, a scheme of investigation to establish the structural condition of the canal wall on the northern boundary of the site including the extent to which any works on the site, including altering the site levels, will increase loadings on the wall and the need for any rebuilding or strengthening works as may be necessary to ensure that the structural integrity of the wall can be maintained, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The work on or adjacent to the canal wash wall shall be carried out in accordance with the approved method statement.

Reason: To establish whether mitigation works are necessary in order to ensure that the development does not adversely affect the Ashton canal by weakening the wall and to secure any mitigation works as may be required pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the commencement of the development, a Risk Assessment and Method Statement outlining all works to be carried out adjacent to the canal has been submitted for approval in writing by the City Council, as Local Planning Authority. The details shall include:

- o demonstration that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure;
- o provide cross sections showing the distance from the canal, hard landscaping/raised beds; and proposed buildings;
- o include the design, depth and means of construction of the foundations of the buildings, together with any other proposed earthmoving and excavation works required in connection with demolition or construction of the buildings;
- o details specifying how the canal will be protected during the works, including tree removal and include any details of how the tree roots would be treated and details of the proposed protective fencing to be erected to safeguard the waterway infrastructure during construction;
- o include the steps to be taken to prevent the discharge of silt -laden run-off, materials or dust or any accidental spillages entering the canal.

The development shall only be carried out in accordance with the agreed Risk Assessment and Method Statement for the duration of the works.

Reason: To protect the structural stability of the canal infrastructure which could be adversely affected by the development and to accord with policies SP1 and DM1 of the Manchester Core Strategy (2012).

7) Notwithstanding the Drainage Strategy prepared by WML Consulting Ltd stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022, (a) the development shall not commence until a scheme for the drainage of surface water from the new development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Consideration of alternative green SuDS solutions if practicable;
- Existing and proposed discharge rate calculations.
- 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 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.

- Where surface water is connected to the canal, agreement in principle from Canal and Rivers Trust is required to ensure the proposed rates are feasible and that the proposed development is not situated within the canal easement and therefore will not impact on the structural integrity of the canal. An email of acceptance of proposed flows and/or new connection will suffice.
- 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;
- 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).

8) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

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

- historic building investigation commensurate with a Level 2/3 survey;
- archaeological evaluation trenching;
- pending the results of the above, a targeted open-area excavation.

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

- production of a final report on the results of the investigations and their significance.

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), saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and NPPF.

9) a) Notwithstanding the Site Investigation Report Phase 1 prepared by WML Consulting Ltd stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022, prior to the commencement of the development the following information should be submitted for approval in writing by the City Council, as Local Planning Authority:

- (i) Submission of Site Investigation Proposals
- (ii) Submission of a Site Investigation and Risk Assessment Report
- (iii) Submission of a Remediation Strategy

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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.

10) The development shall not commence until a detailed construction management plan outlining working practices during construction have be submitted for approval in writing by the Local Planning Authority, which should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents/local businesses including strategy to notify adjacent businesses of noisy work;
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- 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 and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

11) The development shall not commence until a detailed Construction Environment Management Plan (CEMP) has been submitted for approval in writing by the Local Planning Authority, which should include;

- A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;
- Include the steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
- details of the environmental pollution incident emergency response;
- include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal;
- details specifying how the waterway corridor and its users would be protected during the works and
- include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction

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

Reason - To safeguard the adjacent canal, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

12) Prior to the commencement of the development, all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, window reveals and soffits, details of the drips to be used to prevent staining in, ventilation/air brick and a strategy for quality control management.

The approved materials shall then be implemented as part of the development.

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

13) The window reveals, soffits and vents for the development shall be carried out in accordance with drawings 1596-BDP-XX-XX-DR-A-21601-P05, 1596-BDP-XX-XX-DR-A-21602-P05, 1596-BDP-XX-XX-DR-A-21603-P04, 1596-BDP-XX-XX-DR-A-21604-P04 and 1596-BDP-XX-XX-DR-A-21605-P05 stamped as received by the City Council, as Local Planning Authority, on the 27 July 2022.

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

14) a) Prior to the commencement of the development, 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 associated with the development 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).

15) Prior to any above ground works, details of the boundary treatment shall for the development be submitted for approval in writing by the Council, as Local Planning Authority. This shall include details of the amended boundary treatment to the Ashton Canal and boundary with Hope Mill. The approved details shall then 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 - 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.

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

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

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

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

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

17) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by WECE stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022. A post construction review certificate/statement for the development shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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



18) Notwithstanding drawings 1596-BDP-XX-00-DR-L-90200\_P07, 1596-BDP-XX-00-DR-L-90200\_P07, 1596-BDP-XX-00-DR-L-90201\_P06, 1596-BDP-XX-00-DR-L-90202\_P03, 1596-BDP-XX-00-DR-L-90400\_P01 and 1596-BDP-XX-00-DR-L-90600\_P01 stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022, (a) prior to any works commencing on the hard and soft landscaping scheme (including appropriate materials, specifications and tree planting (species, location and sizes – particularly to the off side of the canal where appropriate details for a root barrier protection is required) shall be 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 residential element 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.

19) Prior to the first use of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

20) (a) Prior to the first occupation of the (i) residential elements of the development and (ii) commercial elements 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. 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<sub>aeq</sub>) below the typical background (L<sub>a90</sub>) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the (i) residential and (ii) commercial elements 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).

21) (a) Notwithstanding the Noise Impact Assessment, Hepworth's Report No: P21-076-R01v14 September 2022 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2023, prior to the first use of the commercial unit as indicated on drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, a scheme of acoustic insulation for the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

22) Notwithstanding the Acoustic Report and overheating strategy stamped as received by the City Council, as Local Planning Authority, on the 25 May 2022 and Noise Impact Assessment, Hepworth's Report No: P21-076-R01v14 September 2022 stamped as received by the City Council, as Local Planning Authority, on the 23 May 2023, prior to any above ground works of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network and nearby businesses 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).

23) The waste management arrangements for the residential element of the development shall be carried out in accordance with the Design and Access Statement (page 121) and drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 23 March and 27 July 2022 respectively.

The details of the approved scheme shall be implemented prior to the first occupation of the residential element and shall remain in situ whilst the development is in operation.

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

24) Prior to use of the commercial unit, as indicated drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, details of an appropriately sized refuse store and waste management strategy for the commercial element of the scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The details of the approved scheme shall be implemented prior to the first use of the commercial unit and shall remain in situ whilst the development is in operation.

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

25) Prior to the first use of the commercial unit, as indicated drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, should fume extraction be required, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first occupation of the commercial units and thereafter retained and maintained in situ.

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

26) Prior to the first use of the commercial unit as drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, details of any roller shutters to the ground floor of that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first occupation of each commercial units and thereafter retained and maintained in situ.

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

27) 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. Prior to the first occupation of the development, full details of such a scheme for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme 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, canal corridor and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

28) 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 and the canal network, pursuant to policies SP1 and DM1 of the Core Strategy.

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

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): no deliveries and waste collections

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

30) The commercial unit hereby approved, as indicated on drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, shall not be open outside the following hours:-

Monday to Saturday 08:00 to 23:30

Sundays (and Bank Holidays): 10:00 to 22:00

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

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

31) Prior to the first use of the external landscaped areas around the development as indicated on drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, an operational management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The Operating Schedule shall contain the following details:

- a. A scaled layout plan showing the proposed seating area, including layout of furniture and demarcation of the area;
- b. Full details of the measures proposed to ensure that the proposed seating area is fully accessible by disabled people;
- c. Details of the proposed furniture, including any barriers;
- d. A detailed management strategy that includes information on how the proposed external seating area would be managed in terms of potential noise disturbance, additional movement and activity, litter and storage of furniture at night (including no use of amplified music);
- e. days and hours of operation.

The approved plan shall be implemented upon first use of the development and thereafter retained.

No amplified sound or any music shall be produced or played in any part of the site outside the buildings.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy.

32) The commercial unit as shown on drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, shall remain as one unit and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C5 and SP1 of the Manchester Core Strategy.

33) The commercial unit, as indicated on drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022, can be occupied as Use Class E (excluding convenience retail and a gymnasium) and for no other purpose of The Town and Country Planning (Use Classes) Order 1987 (or any order revoking and re-enacting that Order with or without modification). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit

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

34) 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.

35) 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.

36) The development 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 23 March 2022. The development shall only be carried out in accordance with these approved details. Prior to the first occupation of the development, the Council as Local Planning Authority must acknowledge 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.

37) Notwithstanding the Framework Travel Plan stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022, prior to the first occupation of the development, details a Framework Travel Plan shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

- the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- measures to discourage residents from purchasing parking permits;
- a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- mechanisms for the implementation of the measures to reduce dependency on the private car
- measures for the delivery of specified Travel Plan service
- 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 for the development 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).

38) Prior to the first occupation of the residential element, the 122 space cycle stores shall be implemented in accordance with drawing 1596-BDP-XX-00-DR-A-20200

Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022 and thereafter retained and maintained in situ.

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

39) Prior to the first occupation of the residential element of the development hereby approved, the car parking spaces, as indicated on drawing 1596-BDP-XX-00-DR-A-20200 Rev P14 stamped as received by the City Council, as Local Planning Authority 27 July 2022 shall then be implemented, made available and remain in situ for as long as the development remains in use.

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

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

This shall include the following:

- Creation of two disabled car parking bays, car club bay and loading Bay to Pollard Street including provision of relevant traffic regulation orders;
- Review existing street lighting and install new street lighting;
- Provision of street trees;
- Resurfacing of footways and reinstatement if redundant access points (if necessary) along Pollard Street including provision tactile paving.

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

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

41) Notwithstanding the TV Reception Survey, stamped as received by the City Council, as Local Planning Authority, on the 23 March 2022, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as Local Planning Authority, in response to identified television signal reception problems within the potential impact area a study to identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The measures identified must be carried out either before the development is first occupied or within one



month of the study being submitted for approval in writing to the City Council as Local Planning Authority, whichever is the earlier.

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

42) Prior to the first occupation of the development hereby approved, details of bird and bat boxes to be provided (including location and specification) for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented within a timescale to be agreed in writing with the City Council, as Local Planning Authority.

Reason – To provide new habitats for birds and bats pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

43) 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.

44) Prior to the first occupation of the development, a signage strategy for the entire buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

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

45) All windows at ground level with the exception of the WC and, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window opening at all times and views into the premises shall not be screened or obscured in any way.

Reason - The clear glazed window(s) is an integral and important element in design of the ground level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

46) The development hereby approved shall include for full disabled access to be provided to the internal courtyard and communal walkways and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

47) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason – In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

48) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof shall be submitted to the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - 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).

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

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

50) Prior to any above ground works, an off-site street tree strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the location, species, size and number of trees to be replanted.

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

Reason - To ensure appropriate quality and quantity of street trees is secured in mitigation of the high quality trees which would be lost as a result of this development pursuant to policies SP1, EN9 and DM1 of the Core Strategy.

## **Informatives**

- It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The

developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

- Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, 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 and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.
- You should ensure that the proposal is discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the development due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.
- The applicant/developer is advised to contact the Canal & River Trust Infrastructure Services Team on 01782 779909 or email [Enquiries.TPWNorth@canalrivertrust.org.uk](mailto:Enquiries.TPWNorth@canalrivertrust.org.uk) in order to ensure that any necessary consents are obtained and the works comply with the Canal and River Trust Code of Practice affecting the Canal and River Trust to ensure the water ways are protected and safeguarded.
- The applicant/developer is advised to contact the Canal & River Trust Utilities Team at the [utilitiesenquiry@canalrivertrust.org.uk](mailto:utilitiesenquiry@canalrivertrust.org.uk) to discuss the acceptability of discharging surface water from the site to the adjacent canal in order to ensure that any necessary consents are obtained. Please be advised that the Trust is not a land drainage authority, and such discharges are not granted as of right- where they are granted, they will usually be subject to completion of a commercial agreement.

### **Listed Building Consent 133323/LO/2022**

**Recommendation**      Minded to Approve subject to the completion of the legal agreement associated with planning application 133324/FO/2022

### **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 and impact on the listed building. 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

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 18 of the Planning (Listed Buildings and Conservation Areas) Act 1990.

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

#### Drawings

1596-BDP-XX-XX-DR-A-10201-P03, 1596-BDP-XX-XX-DR-A-10306-P03 and 1596-BDP-XX-XX-DR-A-10307-P03 stamped as received by the City Council, as Local Planning Authority, on the 18 March 2022

Design and Access Statement, Historic Environment Desk Based Assessment and Planning Statement stamped as received by the City Council, as Local Planning Authority, on the 18 March 2022

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

3) Prior to the commencement of works to remove the following listed fabric, as indicated on drawings 1596-BDP-XX-XX-DR-A-10201-P03, 1596-BDP-XX-XX-DR-A-10306-P03 and 1596-BDP-XX-XX-DR-A-10307-P03 stamped as received by the City Council, as Local Planning Authority, on the 18 March 2022, a detailed method statement shall be submitted detailing how the fabric will be removed together how the remaining historic fabric will be protected and repaired once removal takes place.

This condition applies to the following works:

- (a) Removal of gate; and
- (b) Removal of roof Structure.

The removal works shall be carried out in accordance with the approved details. Should any other parts of the Listed structure become damaged as a consequence of the removal/alteration work then such damage should be made good following a method of works previously agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the method used to remove historic fabric is appropriate and that any damaged to the historic fabric is repaired to a satisfactory standard pursuant to policy EN3 of the Manchester Core Strategy (2012) and saved policy DC19 of the Unitary Development Plan for the City of Manchester (1995).

4) Prior to the repair and reinstatement of the window, as indicated on drawing 1596-BDP-XX-XX-DR-A-10306-P03 stamped as received by the City Council, as Local

Planning Authority, on the 18 March 2022, a detailed method statement and specification of the window (including frame size, fenestration and design together with how they will be fitted and fixed to the historic fabric - appropriate sections, elevations and materials) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This should also include any removal, alteration and repair of the historic fabric.

Best endeavours shall be made to use salvage and re-use existing features, wherever possible in the works associated with the development. Should it not be possible to use salvaged material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior to the starting of the works. Suitable materials shall then be submitted for approval in writing by the City Council, as Local Authority, and used where necessary.

The works shall then be carried out in accordance with this method statement and specification as part of the development and be completed prior to the first occupation of the commercial units.

Reason - To ensure that a satisfactory intervention into the Listed Building and retention/repair of as much of the Listed fabric as possible along with appropriate use of materials in the restoration of the Listed Buildings pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

4) Prior to the installation of the gates to Pollard Street, as indicated on drawing 1596-BDP-XX-XX-DR-A-10307-P03 stamped as received by the City Council, as Local Planning Authority, on the 18 March 2022, a detailed method statement, specification and location of the gates including how they will be fixed to the listed fabric, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The installation of the gates shall be carried out in accordance with this method statement and be completed prior to the first occupation of the development.

Reason - To ensure the gates to Pollard Street are of an acceptable appearance and there is no resulting harm to the Listed building pursuant to policy EN3 of the Manchester Core Strategy (2012).

5) Prior to the removal of the roof structure, as indicated on drawing 1596-BDP-XX-XX-DR-A-10306-P03 stamped as received by the City Council, as Local Planning Authority, on the 18 March 2022, a detailed method statement for the making good of brick work and timber cladding shall be submitted for approval in writing by the City Council, as Local Planning Authority

The approved details and method statement shall be implemented as part of the development and completed prior to the first occupation of the development.

Best endeavours shall be made to use salvage and re-use existing features, brickwork and other materials wherever possible in the works associated with the development. Should it not be possible to use salvaged material in the restoration then notification shall be made to the City Council, as Local Planning Authority, prior

to the starting of the works. Suitable materials shall then be submitted for approval in writing by the City Council, as Local Authority, and used where necessary.

Reason - To ensure that a satisfactory restoration and repair of the listed building in order to ensure that the historic fabric is retained where possible and appropriate materials used in the restoration of the Listed Building pursuant to policy EN3 of the Manchester Core Strategy (2012) and extant policy DC19 of the Unitary Development Plan for the City of Manchester (1995) and the NPPF/NPPG.

### **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: 133324/FO/2022 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  
Historic England (North West)  
Environment Agency  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
United Utilities Water PLC  
Canal & River Trust  
Health & Safety Executive (Fire Safety)  
National Amenity Societies  
Metrolink  
Greater Manchester Ecology Unit**

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

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

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

