

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
124181/VO/2019	10th Jul 2019	17th Oct 2019	Ancoats & Beswick Ward

**Proposal** CITY COUNCIL DEVELOPMENT Creation of a 440 space public car park for a temporary period of 2 years

**Location** Former Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ

**Applicant** Comrie Alston, Manchester City Council, C/o Agent

**Agent** Ms Lynsay Ewart, Paul Butler Associates, 31 Blackfriars Road, Salford, M3 7AQ

### **Description**

The site is 1.5 hectares and was previously used as a 440 space car park as part of Central Retail Park, which was demolished recently (prior notification 120319/DEM/2018). It is irregular and forms an 'L' shape with the longest element fronting Great Ancoats Street wrapping round to form the shortest element along the Rochdale Canal. It is bounded by Old Mill Street, Great Ancoats Street, the Rochdale Canal and New Islington Free School and New Islington Marina.

The land previously occupied by the retail units is not part of the site and is hoarded off from the car parking area. An area of car parking adjacent to the south western corner of the site is being used by the Council, as a compound as part of the improvement works to Great Ancoats Street.

The topography varies across the site with the levels being higher to the north and lowering towards Great Ancoats Street. A low boundary wall encloses the site with trees and shrubs within the forecourt area and the perimeter of the site.

Vehicular and pedestrian access/exit is from an existing signalised junction on Great Ancoats Street. There are four pedestrian access points along Great Ancoats Street and one from the Rochdale Canal.

The site is in New Islington with Ancoats immediately to the west. Redhill Street forms the boundary to the Ancoats Conservation Area. There are a number of listed buildings nearby including the Rochdale canal Lock No.82 (Grade II) Sedgwick Mill (Grade II), Rochdale canal Retaining Wall (Grade II), Royal Mills (Grade II\*) and Murray Mills (Grade II & II\*).

The Ancoats and New Islington areas have seen high levels of development activity in recent years as part of the delivery of the Ancoats and New Islington Neighbourhood Development Framework (NDF). The former Central Retail Park, together with its ancillary car parking area, is identified as a strategically important site within this document.

The transformation of the area has seen high to medium density residential and commercial development along with investment in public infrastructure such as the marina and Cotton Field Park to the north with New Islington Free School and the New Islington Medical Practice to the west and east.



*Aerial view of the former retail park and its ancillary car park together with the relationship of the development with the surrounding area including the New Islington Free School, residential developments along Redhill Street, Cotton Field Park and Marina together with New Islington Medical Practice*

### **The proposal**

Planning permission is sought to use the retained 440 space car park as a public pay and display car park for a temporary period of two years.

The original submission has been amended to reduce the temporary period from 5 years to 2 years together with the removal of a compound which is now being sought under a separate planning application (124646/FO/2019).

Additional lighting would be provided within the north western and north eastern areas to ensure that the spaces are lit and safe to use in the evening. The location of CCTV and pay facilities remain to be confirmed as a management company has not yet been appointed.

The car park would be accessed from the existing signalised junction at Great Ancoats Street.

The car park would operate on a 24-hour basis, 7 days a week.



*Yellow area indicates the extent of car park which forms part of this planning application*

## **Consultations**

1806 properties were notified of the application, notices were displayed around the site and it was advertised in the local press. Two rounds of neighbour notification were carried out with the first based on the temporary period being for 5 years and the second on the basis of two years. A summary of the comments received are detailed below.

### **First notification**

319 objections in total have been received in respect of this planning application. 57 objections were from the 1806 properties which were directly notified about the planning application. 71 objections were from properties within the Ancoats and Beswick ward, 117 objections were from other Manchester wards (including 32 objections from the adjacent Piccadilly ward) and 74 objections from other Greater Manchester Authorities/unknown addresses.

A summary of the objections is provided below:

- The proposal will increase emissions in the local area;
- The site should be used for the benefit of the local community such as pop up traders/events space, green space or an allotment area;
- The adjacent school should not be subjected to being next to a car park. Other Councils have banned car parks next to schools;
- Great Ancoats Street is already chaotic and overcrowded with traffic and offering a 440 space car park will encourage more traffic;
- This proposal is in conflict with the Council's own climate change emergency;

- The car park was mainly empty when it was in use as a retail park;
- The car park will increase traffic into the residential neighbourhood which is of no benefit to local residents;
- The previous buildings on site protected the school from the car park and its emissions;
- The site will create 500,00 car journeys over the next five years this will have health implications for the school and local residents;
- The local area has illegal levels of air pollution;
- Creating car parks makes it easier for people to drive into the city centre;
- The use of Old Mill Street for construction vehicles will cause congestion on the local highway network;
- The proposal will make the area a less desirable place to live;
- There are other meanwhile uses which could be supported whilst plans for the site are being drawn up;
- Children's health needs to be protected over profit.

Comments have also been received from New Islington Free School. The school are concerned that the demolition of the retail unit took place prior to the updating of the Development Framework for the site and were therefore not able to be consulted as part of this process where their interest and concerns could have been expressed.

The school wish to register their strong objection of the planning application on the following grounds:

- Increased traffic flow presenting significant dangers to parents and pupils accessing the school;
- Increased pollution levels affecting staff and pupil wellbeing;
- The detrimental impact on New Islington Free school pupils experiencing respiratory problems;
- The negative messaging to the pupils who are being taught about the importance of tackling climate change and reducing carbon emissions but then witness the Council building a 440 space car park on the adjacent land with the stated intention 'to provide revenue generating 'meanwhile' use for the site pending its future redevelopment;
- Further open-ended postponement of plans to improve connections to the school through Cotton Fields Park.

It is understood that there is an online petition which contains approximately 10,000 signatures opposing the planning application. This petition has not been formally submitted to the Local Planning Authority for consideration.

## **Second notification**

158 objections in total have been received following the amendments to the planning application. It should be noted that 147 of the objections were from properties which had objected in the first notification. 23 of the objections were from the 1806 properties which were directly notified about the planning application. 45 objections were from the Ancoats and Beswick ward, 52 objections were from other Manchester

wards (including 13 objections from the adjacent Piccadilly ward) and 36 objections from other Greater Manchester Authorities.

A summary of the objections is provided below:

- The proposal will generate fumes and traffic to the local road network. When combined with the planned road works this will make traffic worse;
- The site should be used as a green park for the local community;
- There is ample parking in the city centre this proposal will add to congestion, noise pollution, air pollution and generally make the area less appealing;
- A 440 space car park is equivalent to 3080 vehicles a week (or 160,160 per annum) each of which will be contributing to excessive toxic air pollution on Great Ancoats Street (which is one of Manchester's most polluted roads). A third of a million vehicles over two years would produce a significant decrease in air quality in the area which already impacts on the health of the people living in this area;
- The proposal will add to the volume of traffic right next to New Islington Primary School. The increased volume of traffic would add additional road safety risks for pupils attending the school as well as decreasing the air quality the pupils breathe. Studies show that children are vulnerable to the effects of air pollution;
- Alternative forms of transport should be promoted;
- The application shows no modelling of the impact on air quality this development will have with additional cars in the area, idling of engines and increase in NO2 and particulates. This is worrying in the context of the school;
- Manchester has declared a climate change emergency. This proposal seems at odds with that agenda and will promote car use;
- The air quality levels in the local area are illegal. The report submitted with the application suggest there will be no significant increase but suggests that its ok to have the car park there which it is not. The report also ignores nearby sensitive locations;
- The Council must find alternative ways to recover the costs associated with this car park which is not to the detriment of human health. The need to cover costs is a non-planning matter and therefore not material to the consideration of this application;
- The reduction in the temporary period from 5 to 2 years is welcomed but there are no assurances that this will not roll into 5 years in any event;
- The previous use of the site as a car park associated with the retail use has been abandoned and therefore cannot be used as a baseline to assess this planning application. As such, the supporting information with this application is flawed;
- The transport assessment is flawed. The assessment assumes the retail park was always at capacity when it had been in decline and ignores the impact on demands in the area, leisure users and match days and works to Great Ancoats Street;
- There is no demand for car parking in this part of the city centre;
- A car park will reduce the visual appeal of the area being adjacent to the conservation area and listed buildings

### **Councillor Emma Taylor (Ancoats and Beswick)**

Residents have raised concerns around pollution, air quality, noise, safety, local resident's wellbeing, demand for car parking and traffic/congestion.

Although there will not be an increase of car park spaces and the use is temporary, alternative uses should be considered that would benefit the residents of Ancoats, Beswick, the city centre and communities of East Manchester.

Ancoats and Beswick is now recognised as an extension of the city centre in a world class city. It is hoped that in the future the Central Retail Park site can be seen as an innovative space and improve cycling, walking and public transport infrastructure. It is hoped that this land can be a green lung between the city centre and the communities of East Manchester pending development. Owing to the number of objections Councillor Taylor does not support the proposal.

Councillor Taylor maintains her comments on the revised application to reduce the time period to 2 years.

### **Councillor Rosa Battle (Ancoats and Beswick)**

Councillor Battle supports the comments of Councillor Taylor. There is a distinct lack of green community space in the area and it is necessary to look more creatively on such strategic sites. The plans as they stand do not reflect this. There is a huge appetite for community involvement yet there has been little engagement with residents. This is not in keeping with the Councils Our Manchester strategy. Councillor Battle does not support the application.

Councillor Battle maintains her comments on the revised application to reduce the time period to 2 years.

### **Councillor Majid Dar (Ancoats and Beswick)**

Councillor Dar supports resident's objections and the views of Councillors Taylor and Battle.

Councillor Dar maintains his comments on the revised application to reduce the time period to 2 years.

### **Highway Services**

A trip generation exercise has been undertaken by the applicant. This assessment has indicated that given that the sites extant planning permission, the proposed net increase in traffic (above the extant permission) is negligible.

In addition, it is expected that a high majority of generated trips will already be on the local highway network, utilising existing city centre car parks or pass by trips.

The existing Great Ancoats Street/Laystall Street signalised junction has previously accommodated the proposed trip levels, as demonstrated within the applicant's

technical note and therefore no further modelling or upgrade works are required for the temporary car park use.

The temporary car park is to be accessed via the existing Great Ancoats Street/ Laystall Street signalised junction. This junction accommodated the previous vehicle access/egress movements associated with the former retail park site.

Great Ancoats Street is formed of two lanes in either direction in the vicinity of the proposed access with a right-hand turn lane on the northbound approach. The egress from the former Central Retail Park has a right and a left turn lane formed from an internal mini-roundabout. The signals remain functioning and are not proposed to be removed as part of the Great Ancoats Street upgrade works.

The applicant has stated that the majority of parking spaces are to be provided within the existing demarcated car park layout. The final layout should be agreed along with the location of disabled parking spaces.

The existing signalised cross-roads with Laystall Street and Great Ancoats Street provide good opportunity for safe access and egress for future users. It is acknowledged that the access will remain in place following the programmed Great Ancoats Street upgrade works.

### **Environmental Health**

No comments to make on this application.

### **Flood Risk Management Team**

The applicant should maintain operation of existing drainage system to prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

### **Historic England**

The two-year period is appropriate for this development.

### **Greater Manchester Ecology Unit (GMEU)**

There are no ecology issues associated with this development.

### **Canal and River Trust**

The towpath side of the Rochdale Canal passes along the north-west boundary of the site. The canal is designated as a Country site and within a conservation area. The layout plan shows that the existing towpath access would be retained from the site. The plan shows that two new 10 m high LED lighting columns would be installed on the boundary with the canal. Given the designation of the canal as a County Wildlife site the Council should ensure that the lighting columns avoid any lighting spill to the canal corridor.



## **Environmental Impact Assessment**

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

The proposal type is listed in category 10 (b) Urban Development Projects of Schedule 2 of the Town and Country Planning (Environmental Impact Assessment) (England) Regulations 2017 in that it will result in the formation of a car park on a site of more than 1 hectare of development which is not a dwellinghouse.

The City Council, as Local Planning Authority, has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

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

## **Land Interest**

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

## **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 was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

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

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

The relevant policies within the Core Strategy are as follows:



**SO1. Spatial Principles** – This is a strategic site and should be comprehensively developed in a sustainable manner. This development would continue to use the site for car parking (a meanwhile use) whilst the masterplanning process takes place.

**SO2. Economy** - The proposal would use the site in a meaningful way whilst future plans are developed. The car park would support economic growth in the short term by providing commuter parking and alleviating pressures on the surrounding residential roads.

**SO6. Environment** - The proposal would re-purpose an existing car park as a pay and display public car park. The planting around the site would be retained. The amount of work required to operate the car park would be minimal and would not require the use of natural resources. Given the previous use of the site, there would be a neutral impact on air quality.

**Policy SP1 'Spatial Principles** – As no major works are required to bring the car park back into use, the proposal would have a neutral impact on the visual amenity, traffic and air quality. All trees and shrubs would be retained and access would be via an existing signalised junction.

**Policy EC3 The Regional Centre, Policy CC1 – Primary Economic Development Focus (City Centre and Fringe and Policy CC8 Change and Renewal**– The development would provide a meanwhile use of a strategic development site within the city centre. The use of the site for a limited 2 year period would not preclude its long term redevelopment.

**Policy CC9 Design and Heritage** - The development would not result in any changes to the site. As such, the impact of the proposal on the adjacent conservation area and listed buildings would be neutral. This is discussed in more detail later in the report.

**Policy CC10 A Place for Everyone** – The proposals would complement the ongoing wider regeneration of New Islington. It would be fully accessible with disabled spaces and access to the commercial activities and services within this part of the City Centre.

**Policy T2 'Accessible areas of opportunity and needs'** – Users of the would be able to access the shops and services located in this part of the city centre as well as connecting with other forms of transport such as buses, trams and rail given the close proximity to other forms of transport.

**Policy EN1 'Design principles and strategic character areas'** – There would be no physical alterations to the site and the impact on visual amenity would be neutral.

**Policy EN3 'Heritage'** – The Ancoats conservation area is on the opposite side of the Rochdale Canal and there are listed buildings and structures nearby. The minimal changes proposed would have a neutral impact on the historic environment.

**EN4 'Reducing CO2 emissions by enabling low and zero carbon development'** – The lighting columns would use efficient technologies to minimise

energy use. There would be no other requirements for new infrastructure at the site or use of natural resources to bring the car park into use. The use of the site as a car park would be temporary of a period of two years. The development would have a neutral impact on co2 in the local area given the previous use of the site as a 440 space car park.

**Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies'** – The development would have a neutral impact on co2 in the local area given the previous use of the site as a 440 space car park.

**Policy EN9 'Green Infrastructure'**- The proposal would retain all existing trees and shrubs.

**Policy EN14 'Flood Risk'** – The drainage system would be retained and the impact on surface water run off would be neutral. There would be no impact on surrounding water ways.

**Policy EN15, 'Biodiversity and Geological Conservation'** – There would be no impact on biodiversity with existing habitats retained.

**Policy EN16 'Air Quality'** – There has been a 440 space car park on this site for many years and the impact on air quality would be neutral.

**Policy EN17 'Water Quality'** - The impact on the surrounding water courses would be neutral.

**Policy DM1 'Development Management'**- Given the previous use of the site, together with the temporary period proposed the proposal would have minimal additional impact on the local area.

### **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. The relevant policies are as follows:

**DC18.1 Conservation Areas** –The proposal would maintain the character and appearance of the adjacent conservation area.

**Saved policy DC19 'Listed Buildings'** - The proposal would not affect the setting of nearby listed buildings.

**Saved policy DC26, Development and Noise** -The re-use of a car park would mean that any noise and disturbance would be neutral.

**Saved policy E3.3-** States that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. The proposal would have a neutral impact on the visual amenity of the local area.

## National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

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

Section 6 *'Building a strong and competitive economy'* states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. 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 80).

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

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

Paragraph 106 states that in town centres, local authorities should seek to improve the quality of parking so that it is convenient, safe and secure, alongside measures to promote accessibility for pedestrians and cyclists.

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

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 110).

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

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

Section 15 '*Conserving and Enhancing the natural environment*' states that planning decisions 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 soil, air, water or noise pollution or land instability and remediating contaminated land.

Paragraph 181 goes on to state that planning decisions should sustain and contribute towards compliance with relevant limit value, taking into account the presence of Air Quality Management Areas and the cumulative impacts from individual sites in local areas. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

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

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

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

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

Where a proposed development will lead to substantial harm to (or total loss of significance of) a designated heritage asset, local planning authorities should refuse consent, unless it can be demonstrated that the substantial harm or total loss is necessary to achieve substantial public benefits that outweigh that harm or loss, or all of the following apply:

- a) the nature of the heritage asset prevents all reasonable uses of the site; and
- b) no viable use of the heritage asset itself can be found in the medium term through appropriate marketing that will enable its conservation; and
- c) conservation by grant-funding or some form of not for profit, charitable or public ownership is demonstrably not possible; and
- d) the harm or loss is outweighed by the benefit of bringing the site back into use (paragraph 195).

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

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

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 Practice Guidance (PPG)**

The relevant sections of the PPG are as follows:

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.

The development can be appropriately deal with matters relating to noise. Noise from the car park will not exceed existing conditions when the car park was in use in association with the retail units. On this basis, the noise from the development is not significant and unduly harmful to surrounding amenity.

*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.

The level of traffic generated by the development is not considered to be significant when measured against the previous car parking use at the site. Whilst there will be a change in the peak periods the overall number of trips from the development is neutral and therefore not significant when measured against the previous use of the site.

*Air quality* provides guidance when matters of air quality are relevant to planning decisions. This includes developments which significantly affects traffic in the immediate vicinity of the proposed development site or further afield. This could be by generating or increasing traffic congestion, significantly changing traffic volumes that adds to the turnover in a large car park. In addition, air quality is also relevant where it would introduce a new source of air pollution.

The development will not introduce a new source of air pollution to the site and the level of traffic will be similar to that generated by the retail car. On this basis, the impact on air quality in the local area will not be material when measured against the operations of the car park when in association with the retail park.

### **Other material policy considerations**

#### **Eastlands Regeneration Framework: A 2019 update**

The framework was updated in 2019 with the following vision:

*The broad vision for Eastlands has remained consistent for nearly twenty years – it is to become a place which is attractive for people to live, work and to visit; an area which builds upon its assets to provide a distinctive contribution to the overall success of the city region; and crucially to be a place where all residents are able to share in the long term success of the area.*

The framework goes on to state that the former Central Retail Park in New Islington 'is the most significant development opportunity' and a commercial led mixed used development should be an immediate priority to capture new employment in the City and the Eastlands area.

It is anticipated that in excess of 500,000 sq. ft. of purpose built commercial led development could be accommodated on this site with further masterplanning and market analysis required which will help define an appropriate mix, phasing and scale of development

#### **Ancoats and New Islington – Neighbourhood Development Framework updated 2016**

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



The purpose of this document remains the same as the approved 2014 NDF. This is to guide the positive regeneration of the area comprehensively and to deliver an attractive and successful residential-led neighbourhood with opportunities for a wider mix of complementary uses where increasing numbers of people would choose to live, work and spend leisure time.

The application site falls within 'Character Area 4: Great Ancoats Street Frontage'. The NDF seeks to reflect the approved development framework for Central Retail Park but not superseded it. The current approved framework for Central Retail Park sought to consolidate the retail park in the North West corner along with the creation of new high quality residential uses.

### **Central Retail Park Development Framework (2015)**

This document provides a site-specific framework for development, building on the Core Development Principles set by the Ancoats and New Islington Neighbourhood Development Framework (2014), and provides a new direction for the site. The changing context within which the site lies provides an opportunity to consolidate the retail use and achieve a more dramatic and meaningful change. The site is ideally located to deliver residential development as part of a cohesive, high quality mixed use development which, by its transformation, provides for enhanced integration with its surroundings.

NB. Since the publication of the Central Retail Park Development Framework and the Ancoats and New Islington Update, the Eastlands Regeneration Framework update 2019 has been published which sets a new direction for the retail park, see above.

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

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

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

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

## **Manchester Strategy (January 2016)**

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

## **Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)**

*Adopted in 2015, the vision for the strategy is that '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'*

There are four objectives in order to achieve this vision:

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

It is noted the existing tree and shrub planting would be retained.

## **Other legislative requirements**

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

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight

should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

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

## **Issues**

### **Principle of development**

The City Council purchased the former Central Retail Park in early 2018 and demolition is now substantially complete.

This is a highly prominent and strategically important site that is immediately adjacent to Ancoats and New Islington and the Northern Quarter. It was the subject of a development framework which sought to consider alternative uses and The Central Retail Park Framework was adopted in 2015, further the Ancoats and New Islington Framework, which was updated in 2016, outlined plans for residential redevelopment.

The Eastlands Regeneration Update in 2019 reflected the increasing growth of the technology, media and telecom (TMT) sector in this area. This site is now identified as an opportunity to attract this sector and could deliver in excess of 500,000 sqft of accommodation.

Further masterplanning and market analysis is currently underway which would help to define an appropriate mix, phasing and scale of development, how the site would connect to the wider community and integrate with the marina, park and canal networks.

The use of the site as a 440 space public car park would be a 'meanwhile' use whilst the ongoing masterplanning and market testing is completed and a development framework prepared. The car park would be operational 24 hours a day, seven days a week.

This use of land for car parking on a temporary basis is not unusual in urban areas. A number of surface car parks have been redeveloped over the past five years which has meant that the level of temporary surface car parking has remained relatively constant.

Many of the surface car parks that once dominated New Islington, New Cross, NOMA and Angel Meadow have or are being redeveloped as regeneration objectives are delivered in these areas. This has reduced the level of supply and this is likely to continue as other sites are developed.

Therefore, the growth of city centre type activity into New Cross, Ancoats and New Islington has also resulted in some commuter parking pressure on surrounding

residential roads which has created conflicts and impacts on amenity. This has been compounded by contractor parking on residential roads and the temporary use of the site for parking would help to reduce this impact.

The wider approach to car parking in the city centre is focused on reducing traffic into the city centre and prioritising the use of public transport together with creating safe and attractive walking and cycling routes and creating new developments around these objectives.

The meanwhile use of this site provides an opportunity to create a safe and accessible car park which can serve the city centre and to alleviate some of the on street parking pressures that residents are experiencing. As the car park is already laid out and demarcated, together with utilising the existing signalised junction onto Great Ancoats Street, there will be no major physical changes to the site, new infrastructure or use of natural resources to bring the car park into use.

The operational impacts associated with the site would be neutral given the previous use of the site as a car park and this will be given further consideration elsewhere within this report. The principle of the development is therefore considered to be acceptable on a temporary basis following which it will be redeveloped in line with the regeneration objectives for the area.

Detailed matters which require consideration are the impacts of the proposal on the visual and residential amenity of the local area together with traffic and access considerations, noise and disturbance, crime and safety, impact on the historic environment, drainage and air quality.

These matters will be considered in detail below.

### **Visual amenity**

There is a 440 space car park on the site which is currently laid out and demarcated. Its surface is block paved and enclosed by a low boundary brick wall. There is a band of tree planting along its northern and eastern boundaries with more limited planting and trees along the Great Ancoats Street frontage. All of this would be retained and access would be from the existing junction.

The proposal would not alter the sites appearance apart from the installation of pay and display machines, signage and lighting. Given the relatively modest nature of these changes and the manner in which they will be spread across the site, it is not considered that the visual impacts would be neutral.



*View of the existing car park from the south western corner of the application (hoarding line separating the site with the former retail units (now demolished))*

### **Residential amenity**

The site is within a mixed use area. The New Islington Free School building and its 20 space car park, outdoor play area and vehicular access from Old Mill Street is to the north east. On the opposite side of the Rochdale Canal on Redhill Street are former cotton mills which have been converted into homes and commercial accommodation. There are high density residential developments on Old Mill Street.

The use of the site as a 440 space car park since the 1980s is material when considering the impact of noise from the operation of the car park on surrounding residential amenity. The background noise levels are quite high due to the noise generated along Great Ancoats Street.

The potential noise sources from the site are engine noise, doors being opened and closed, voices and lights functioning. However, noise and disturbance at the site should not be significant or unduly harmful to residential amenity.

The nearest residential building on Redhill Street is 37 metres away and those on Old Mill Street 39 metres. There are also residential properties along both sides of Great Ancoats Street.

It is considered that the relationship between the car park, and these residential properties, together with the general noise and activity in the local area (such as noise from traffic and general activity along Great Ancoats Street, Redhill Street (which is also cobbled) and Old Mill Street) would not result in significant nor harmful levels of noise and disturbance to these properties.

There is also approximately 37 metres between the northern edge of the car park and the southern elevation of New Islington Free School. Again, given the background noise in the local area this would diminishes any audible noise from the operations of the car park. In addition, there is substantial tree line along the northern boundary of the former retail park (which forms the boundary with the school).

It should also be noted that the schools outdoor play area and 20 space school car park is closest to the boundary and creates its own level of noise and disturbance.



*Relationship of the proposed car park to New Islington Free School (the top of the building can just be seen above the tree line)*

Seven 10 metre high lighting columns would be installed along north and west boundaries. There are already 6 columns on Great Ancoats Street. The installation of these columns should not impact on nearby residential amenity given the relationships identified above. The lights would be directed and angled at the surface car park and not at nearby homes. Nearby residents may notice the lights functioning on and off but the impacts should not be unduly harmful.

Nearby residential properties would not experience any greater noise from the proposed car park than the previous car park. In addition, the background noise in the area is generally high due to the level of traffic activity along Great Ancoats Street. The topography of the site, together with the distances between surrounding buildings and location of trees, would ensure that the impacts of noise and lighting is not significant and is considered to be acceptable.

## **Impact on the historic environment**

The site is not located in a conservation area but the Ancoats conservation area is on the opposite side of Redhill Street and there are listed structures and buildings nearby. These are Royal Mill, Sedgwick Mill, Rochdale Canal Retaining Wall, and Rochdale Canal Lock Number 82 and Murray Mills.

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' is paid when taking decisions affecting listed buildings and their settings.

The significance of the conservation area lies in the dominance of the former cotton spinning mills, which are principally located adjacent to the Rochdale Canal, together with other low rise commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

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

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

The development would be seen in the same context as the conservation area and nearby listed structures and buildings. As detailed above, the significance of the conservation area and listed buildings derive from their role in the industrial revolution and are therefore important socially, culturally as well as for their architecture.

The appearance of the application site would largely remain unchanged from its current condition with the exception of the additional lighting columns and pay and displayed machines and signage. As a result, the impact of the development would be neutral on the historic environment which would remain legible in this context and not undermine the setting of the buildings or their significance.

The site is separated from the more highly sensitive buildings by the canal network and is afforded further screening by existing trees. The proposal would have a neutral impact on the setting of the conservation area listed building with the setting and significance of these assets being preserved.

## **Traffic and access**



The use of the site as a 440 space car park for over 30 years already has demonstrated that its capacity and trip generation has been and can be accommodated within the local highway network. This is a material consideration when considering the impacts of this proposal on the local highway network.

A highways statement has considered the peak periods of traffic into and out of the car park. The busiest periods are likely to be similar to the typical highway networks morning and afternoon commuter peaks. Turnover rates throughout the day are expected to be lower than those associated with the retail park use which generated most of its arrivals outside the AM peak period. The PM peak is predicted to be spread over a longer period of time as commuters leave work over a longer period of time.

The signalised 'left in'/'left out' vehicular access onto Great Ancoats Street would be retained and this is considered to be adequate. The highways works taking place along Great Ancoats Street would reduce the number of operational lanes which may slow down the flow of vehicles entering and exiting the site. However, this would have occurred under the previous use and whilst this may create some minor inconvenience for road users it would not warrant refusal.

Given the previous use of the site as a 440 space car park, which was accommodated into the local highway network, it is not considered that the proposal would have a significant impact on the local highways during the temporary two year period the site is operational.

### **Crime and safety**

The prominence of the site on Great Ancoats Street provides a high level of natural surveillance. It is also overlooked from nearby residential accommodation and commercial uses along Redhill Street and Old Mill Street.

The proposed lighting scheme would ensure that all aspects of the car park would be adequately lit when required. A car park operator would install CCTV and a car park management plan would be put in place to ensure that the car park is managed and safe at all times. It is recommended that this forms a condition of the planning approval.

### **Drainage**

The existing drainage channels would be retained which are located in the existing car park and it is anticipated that any surface water can be accommodated within the existing system. The Flood Risk Management Team consider that as the proposal utilises the existing drainage channels there would be no impacts from surface water run-off.

### **Impact on Ecology**

The proposal would have limited impact on ecology and this has been confirmed by Greater Manchester Ecology Unit. All trees and vegetation and habitats would be

retained. The topography of the site means that any water would flow away from the Rochdale Canal.

### **Impact on Air quality**

The use of the site as a 440 space car park forms the baseline from which the proposal should be assessed.

The proposal would retain the existing parking layout which would become publicly available on a pay and display basis. The surface of the car park is block paved which means there will be limited dust from vehicles using this surface. As such, the way in which the car park is used would not change materially and its impact should be neutral.

The site is in an Air Quality Management Area (AQMA) and an air quality report notes that any air quality impacts would be from exhaust emissions and confirms that the proposal would not have a significant material impact on local air quality conditions. The assessment concludes that the differences in trip generation between the previous and proposed use are negligible and would not warrant refusal of this planning application. The traffic peaks and demands would be different from the previous use but this would not significantly alter local traffic conditions.

Although the retail use had been in decline, air quality monitoring saw no reduction in real terms in pollution around the site. This would indicate that vehicle movements from the site were not significantly affecting local air quality. More recent figures show that there has been a marginal reduction in air quality conditions which was mirrored in other nearby locations such as Newton Street and Angel Street and therefore this reduction could not be directly attributed to the low number of trips visiting the retail park.

As such, it appears that vehicle trips associated with the previous use did not have a significant impact on local air quality. As vehicle movements would increase only marginally during peak times, it would not affect local air quality conditions.

There has been a significant level of objection to the application on the grounds of air quality impacts on nearby residential properties (particular those on Redhill Street, Old Mill Street and Store Street) and New Islington Free School. However, it is unlikely that air quality conditions would worsen.

The traffic would be distributed in a number of directions following entry and exiting of the car park. As such, there is no one location which will result in a concentration of emissions. The nearest residential accommodation is some 37 metres away as is the school building. In addition, the topography of the site and the location of existing trees acts as a buffer to the application site. Whilst it is noted that the school has external play space adjacent to former retail park, the car parking is a further 26 metres from this. The schools own car park and means of access is closer than the proposed car park.

### **Local opinion**

A significant number of objections have been received and these have been fully addressed in the report.

### **Cumulative impacts**

The site is in an area that is being transformed through regeneration initiatives around Piccadilly, Ancoats and New Islington. Residential schemes have recently been completed or are near completion in the area which should minimise any cumulative impacts should the use commence. However, development activity in the city centre remains buoyant and construction traffic is likely to remain constant in the short to medium term.

Works to upgrade Great Ancoats Street will take place until February 2021 and there is a temporary site compound on the former car park associated with these works. There is also a planning application being considered for a temporary site compound on the adjacent site to the north east of this planning application. This compound is in connection with a development on Old Mill Street.

It is likely that collectively these works would have some localised impacts on Great Ancoats Street in relation to traffic, noise and air quality. However, these impacts are considered to be predictable and localised in nature and can be suitably mitigated through careful management of the highway network during this time.

### **Conclusions**

Central Retail Park is a strategically important site along Great Ancoats Street. This application seeks a 'meanwhile use' for the site whilst development proposals are prepared.

The car park is available, laid out and ready to be brought into use without any major upgrading of infrastructure. The means of access has been designed to accommodate the level of car parking available at the site.

The operations of the car park would be comparable with the previous parking use. Whilst demand for parking may peak at different times, the overall number of trips to the site would be comparable to the previous use. Traffic and air quality impacts are therefore considered to be predictable and not significant for a two year period. On this basis, the proposal is acceptable.

**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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

## **Recommendation      TEMPORARY APPROVAL**

### **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 of the development along with noise, traffic, drainage, ecology and air quality impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the highways and air quality. The proposal is considered to be acceptable and therefore determined within a timely manner.

### **Reason for recommendation**

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

1) The permission hereby granted is for a limited period only, expiring on 17 October 2021.

Reason - The use hereby granted is for a temporary period only to help meet the short term demand for facilities at the site and to allow a long term strategy to be put in place pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

2) The use hereby permitted shall be discontinued no later than the 17 October 2021 and the buildings and works comprising the development are required to be removed no later than one month from the use ceasing.

Reason - The use and buildings are required to cease and be removed from site within a specified timescale in order to allow reinstatement of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3) Prior to the expiration of the temporary period, a scheme to restore the land shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall be implemented within one month of the use ceasing and thereafter retained and maintained in accordance with this scheme.

Reason - To ensure that the land is reinstated to an appropriate standard in the interest of visual amenity of the site pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

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

Site plan and block plan stamped as received by the City Council, as Local Planning Authority, on the 25 September 2019

Drawing E01 Rev P01 'proposed external lighting Lux levels' stamped as received by the City Council, as Local Planning Authority, on the 10 July 2019

Air quality assessment prepared by Redmore environmental stamped as received by the City Council, as Local Planning Authority, on the 26 September 2019

Planning statement prepared by Paul Butler Associates stamped as received by the City Council, as Local Planning Authority, on the 27 September 2019

Transport technical note stamped as received by the City Council, as Local Planning Authority, on the 10 July 2019

Transport technical update note stamped as received by the City Council, as Local Planning Authority, on the 26 September 2019

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.

5) Prior to the first use of the development, lighting scheme, as indicated on drawing E01 Rev P01 'proposed external lighting Lux levels' stamped as received by the City Council, as Local Planning Authority, on the 10 July 2019 shall be implemented and maintained and retained for as long as the development is in use.

Reason – To ensure that an adequate lighting scheme is put in place in the interest of the safety and security of the car park pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6) Prior to the first use of the development, a car park management plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this document shall include details of the management and operations of the car park and details of security measures including CCTV and staff management. The approved strategy shall be implemented upon first use of the development and thereafter retained and maintained in situ.

Reason – To ensure the car park is managed and operated appropriately in the interests of policies SP1 and DM1 of the Manchester Core Strategy (2012).

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

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and

particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

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

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

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

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

9) Prior to the installation of any pay and display machines at the application site, details of the siting, scale and appearance of the structures shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and thereafter retained and maintained for as long as the development is in use.

Reason – To ensure that the structures are appropriate in terms of their visual appearance in the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

10) Prior to the first use of the car park, a car parking layout plan shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this plan shall show the layout of the parking including an appropriate provision of disabled spaces. The approved layout shall be implemented and made available prior to the first use of the development and thereafter retained and maintained in situ.

Reason – To ensure an appropriate parking layout and provision of disabled spaces pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

### Informatives

The lighting columns avoid any lighting spill to the canal corridor.

### **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: 124181/VO/2019 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.

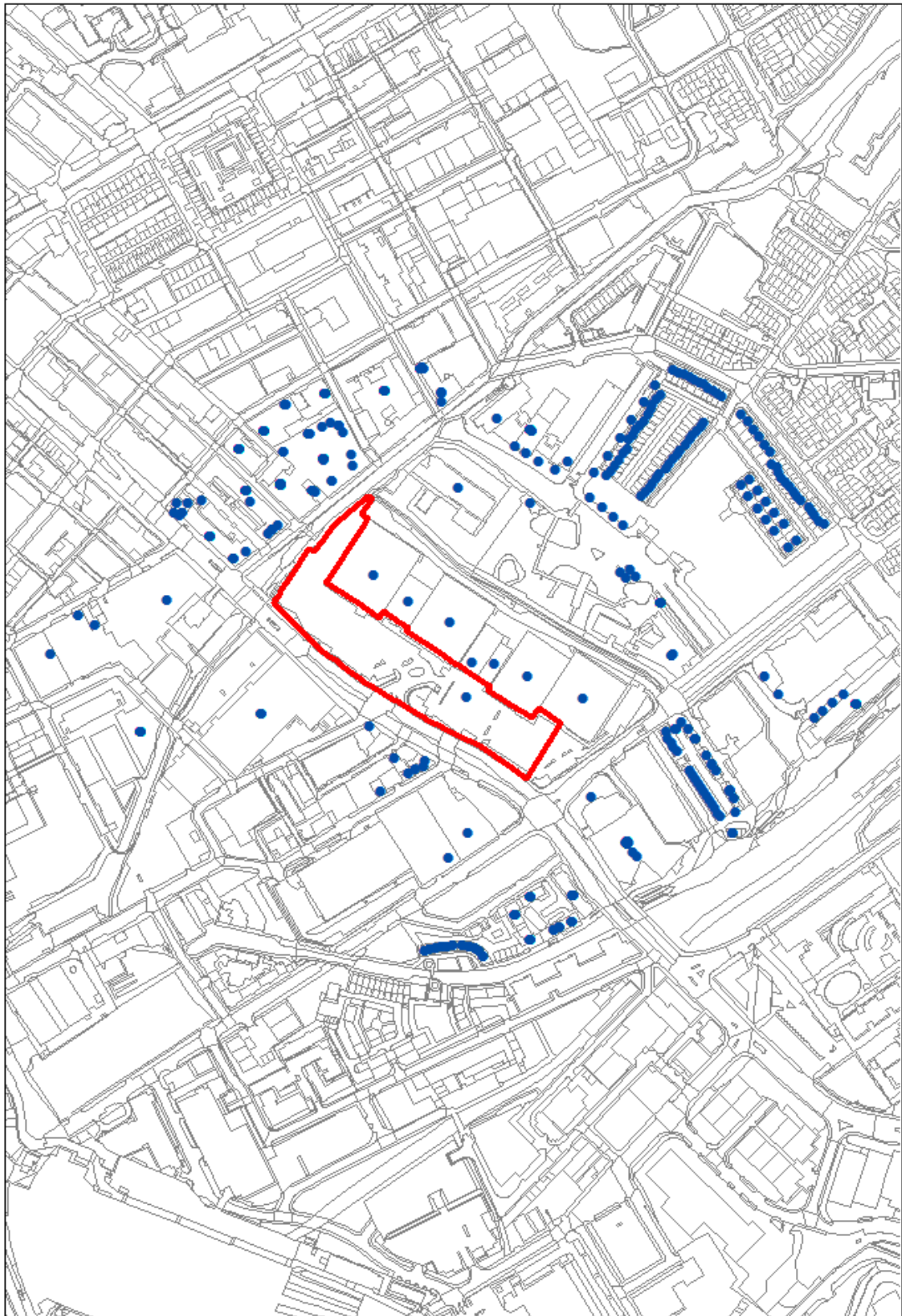
**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Greater Manchester Police  
Canal & River Trust  
Historic England (North West)  
Environment Agency  
Transport for Greater Manchester  
Greater Manchester Ecology Unit**

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

<b>Relevant Contact Officer :</b>	Jennifer Atkinson
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<b>Email :</b>	j.atkinson@manchester.gov.uk





 Application site boundary  Neighbour notification  
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