

| <b>Application Number</b> | <b>Date of Appln</b> | <b>Committee Date</b>      | <b>Ward</b>            |
|---------------------------|----------------------|----------------------------|------------------------|
| 126669/FO/2020            | 6th Apr 2020         | 30 <sup>th</sup> July 2020 | Ancoats & Beswick Ward |

**Proposal** Erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works

**Location** Land Bound By Old Mill Street & Great Ancoats Street, Manchester, M4 6EE

**Applicant** Waterside Places Ltd, C/o Agent,

**Agent** Mr Jay Patel, Savills UK Ltd, 12 Booth Street, Manchester, M2 4AW

## **Description**

The application site is located to the north-east of Manchester City Centre, and is a broadly rectangular piece of land measuring approximately 0.18ha in size. The site currently comprises brownfield land which has been in most recent use as a construction compound for nearby developments.

The application site fronts onto Great Ancoats Street and Old Mill Street whilst the part 21/ part 9 storey Phase 1 Islington Wharf development is located immediately to the south-east. The former Central Retail Park is located on the opposite side of Old Mill Street to the north and west of the site. The site forms part of a wider site that has over a period of 12 years been developed to provide residential led development over three distinct phases. These phases have successfully changed the character of this part of Great Ancoats Street forming distinctive design approaches such as the 21 storey phase 1 development adjacent the site.



**View looking east along Great Ancoats Street towards the site**

The location of the site on a busy road junction gives it a particularly prominent location. This prominence is more pronounced given the scale of development that

has taken place from the earlier phases of the wider Islington Wharf development and the current development taking place on the south western side of Great Ancoats Street as part of the 31 storey 'Oxygen' residential development scheme.

There are a number of heritage assets within the vicinity of the application site which include a Grade II listed Lock Keepers Cottage to the east and two further listed canal locks. The tow path bridge adjacent to the Cottage is a listed bridge structure as is the lock adjacent to the completed Phase 1 Islington Wharf residential development. These heritage assets whilst in proximity are separated physically and visually from the application site by the previous phases of development.

The wider area has been subject of targeted regeneration activity over a long period of time as part of the New Islington Millennium Community project which encompassed the creation of Cotton Field Park and canal basin, new and replacement housing development, a school and other large scale residential schemes.

### **Application proposals**

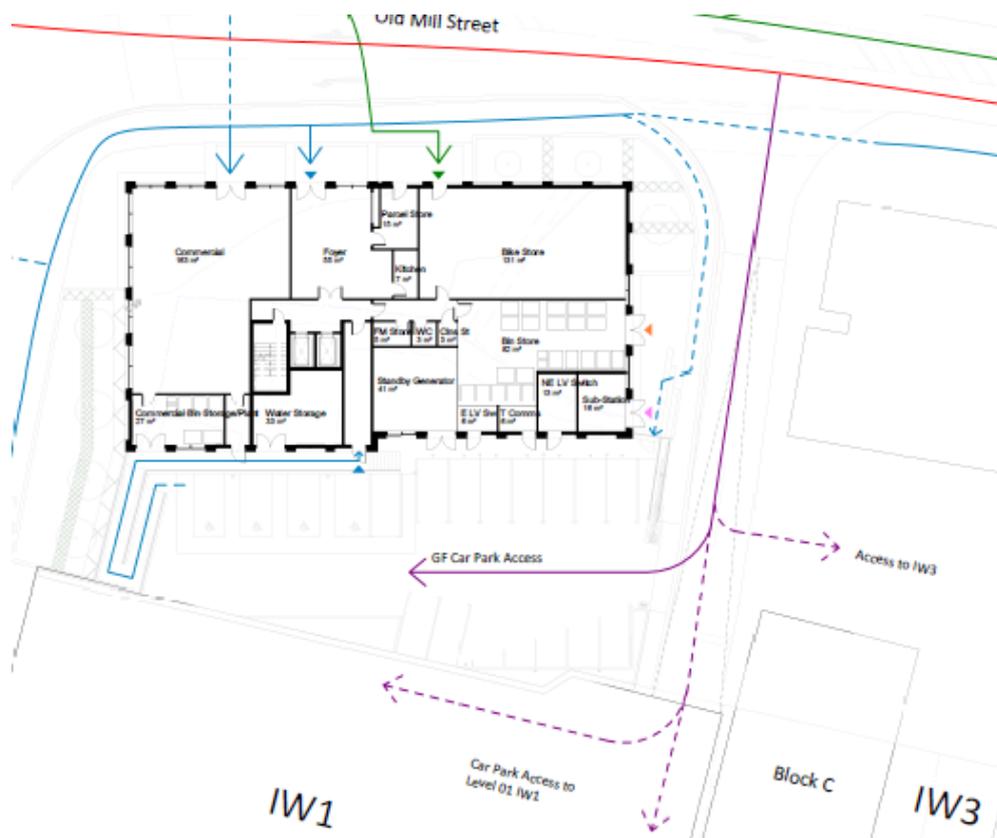
The planning application proposals involve the erection of a Part 16/ Part 11 storey building to form 106 no. apartments (C3 Use Class) together with ground floor commercial uses (Use Class A1, A2 A3 and/or B1), with associated ancillary space, surface car parking, landscaping and associated works.

The proposals would be in the form of a stepped development with the 16 storey element being sited at the junction of Great Ancoats Street/ Old Mill Street and the 11 storey element being sited on the northern corner of the site facing towards Old Mill Street and the recently completed Phase 3 building which rises to 10 storeys closest to the application site.

Residents would access the building on foot via the main foyer located on the Old Mill Street frontage or via a level access ramp from the car parking area, a separate access for the ground floor commercial unit is also provided from Old Mill Street. A bike store providing 106 spaces would be sited on the ground floor accessed directly from an entrance on Old Mill Street.

Surface car parking for 19 cars including 4 disabled access spaces, together with 9 electric vehicle charging points which would be sited to the rear and side of the building adjacent to the Islington Wharf Phase 1 building accessed via a secure gate from the existing access road leading from Old Mill Street. This unadopted access road also provides access to the car parking associated with the Phase 1 development together with access to the Phase 3 development. Waste collections takes place from this road which would remain unaltered as part of these application proposals.

The ground floor also provides a bin store for the apartments accessed internally via the foyer and a commercial bin store located to the rear of the building.



**Proposed Ground floor layout plan – Blue is pedestrian access, Green cycle store, Purple vehicular access**

The proposals incorporate areas of landscaping to the Great Ancoats Street frontage, the Old Mill Street northern corner of the site and within the surface car park.

The proposals would provide 33 one bedroom 2 person apartments and 73 two bedroom 4 person apartments arranged so that the typical lower residential layout accommodates nine apartments from levels 1 to 6, eight apartments from levels 7 to 10 with the typical upper residential floor plan accommodating four apartments. All apartments would exceed the spaces standards contained in the Manchester Residential Quality Guidance of 50sqm (1 bedroom 2 person ) and 70 sqm (2 bedroom 4 person).

The scheme includes for solar panel array on the roof top elements of the built form which reflects the approach to the renewable energy taken on the Phase 3 development.

**Planning History**

The application site is part of a larger site which benefited from outline planning permission for a mixed use development proposed as part of the Islington Wharf redevelopment. This wider site measures 1.5 hectares and is bounded by Old Mill Street, Great Ancoats Street, the Ashton Canal and Vesta Street. Whilst these permissions expired and were replaced with other residential proposals on the land

to the north and west there has been a precedent of planning approvals for residential redevelopment of the land.

Phase 1 now known as Islington Wharf was granted consent under permission 074233/FO/2004/N2 for two buildings of 9 and 21 storeys in height and included 199 residential apartments, this development was completed in 2008.

Planning application reference 074230/OO/2004/N2 was an outline approval for three buildings of a maximum of 7, 12 and 11 storeys in height to include a maximum of 319 residential units, class A1 units consisting of a maximum of 1,724 sq. m gross floorspace and a hotel comprising 4,385 sq.m gross floorspace, with a maximum of 230 car parking spaces including access and siting. This application covered the application site and land to the north and east which were subsequently developed as phase 2 and 3 under different planning approvals set out below.

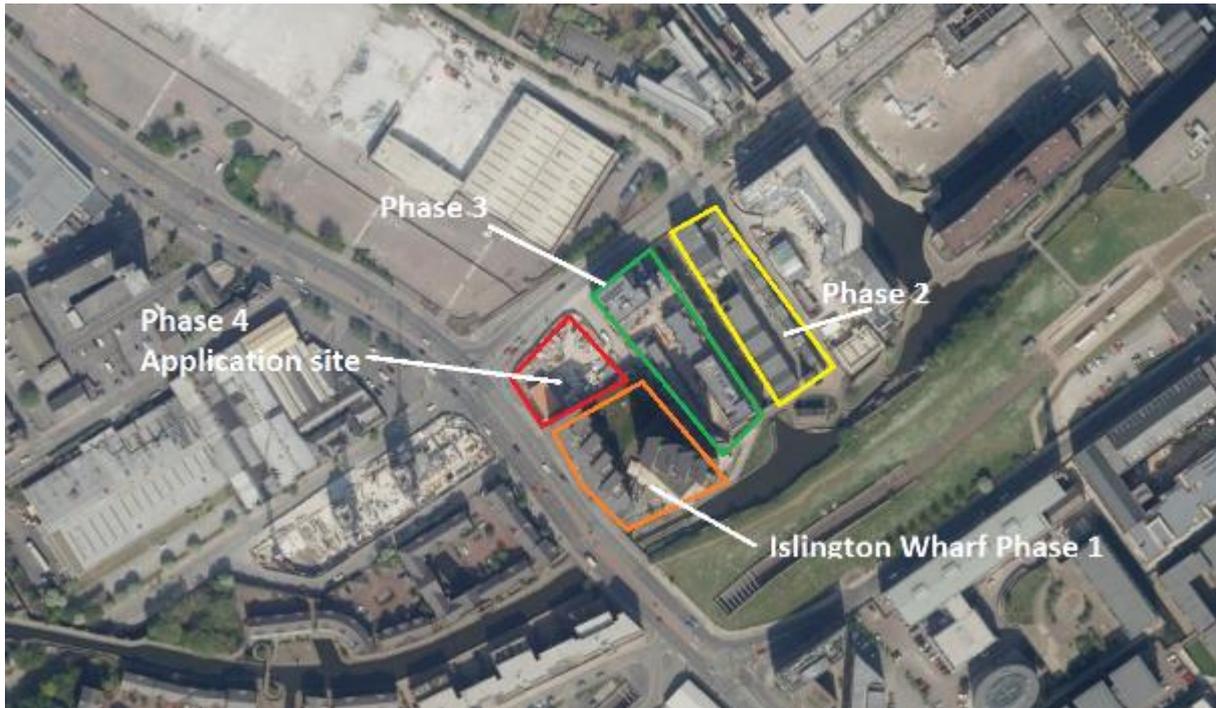
Planning application reference 074231/OO/2004/N2 was an outline planning approval for three buildings of a maximum of 7, 11 and 9 storeys in height providing a maximum of 341 residential units and class A1 units consisting a maximum of 1,776 sq. m gross floorspace with a maximum of 230 car parking spaces including consideration of means of access and siting. This application covered the same site as the application above but provided a differing form of development comprising more residential units and without a hotel. As above whilst incorporating the current application site is also covered the phase 2 and 3 sites which were developed for a differing form of residential led development.

The planning consents 074321 and 074320 were subsequently renewed, they both expired in mid 2013.

Planning permission was granted for the development of Phase 2 (known as Islington Mews) to the north east of the Islington Branch Arm Canal in November 2012 for development comprising 46 residential units and one office unit planning reference 100317/FO/2012/N2. This development is completed and occupied.

Planning permission for the development of phase 3 to the immediate north of the application site and access road to Phase 1 was approved by Committee following a site visit in December 2015 for development of three buildings comprising 101 residential units in total (Use Class C3), with one building 10 storeys in height, one building part five/part three storeys in height; and, one building three storeys in height. This phase of development is completed on site.

For clarification the current application site was subject of previous residential consents as part of the phase 2 and phase 3 sites. These planning approvals references 074230/OO/2004/N2 and 074231/OO/2004/N2 as set out above consented residential development on the application site. These consents were renewed and finally expired in 2013 following the submission of update proposals that were subsequently approved as phases 2 and 3.



**Aerial view of site and context with earlier phases of redevelopment**

## **Other matters**

### Landownership

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

### Publicity

The proposal by virtue of the number of dwelling proposed has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development. A site notice was displayed at the application site. In addition, statutory consultees have been consulted and notification letters have been sent to local residents and businesses.

In addition the applicant undertook pre-planning consultation, unfortunately the Covid-19 pandemic interrupted the applicants proposed meetings with nearby residents but the consultation material was made available on line with the opportunity for comments to be submitted to the applicants design team. The applicant has provided a consultation statement alongside the application which outlines the consultation undertaken and responses to matters raised by those who participated.

### Environmental Impact Assessment

The proposed development does not fall within a relevant description in Schedule 1 of the EIA Regulations that automatically require an EIA.

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. A screening opinion was adopted by the City Council as local planning authority on the 3<sup>rd</sup> April 2020. This opinion concluded that the proposed development would have some impact on the surrounding area. However, it was judged that these would not be significant impacts that would warrant a formal Environmental Impact Assessment.

The Council has reviewed the submitted application and whilst this area of Manchester has been subject to significant levels of development over a number of years, the area is urban in nature. It is not considered that the proposed development alongside a consideration of cumulative impacts of surrounding development would give rise to significant environmental effects. It is therefore considered that the formal opinion of Manchester City Council as adopted on 3<sup>rd</sup> April 2020 is unchanged and the proposed development is not EIA development requiring the submission of an Environmental Statement.

## **Consultations**

372 individual addresses were notified of the application proposals via neighbour notification letters. In response objections were received from 14 individuals whilst 1 comment was received in support. A summary of the comments made is set out below.

- The analysis of the lighting shows that there will be a significant loss of light. This is illegal and also discounted as unimportant as the rooms on that side are only bedrooms. They are not only bedrooms; they are children's rooms and so are there for play and for study. There will also be the risk of a significant loss of privacy.
- The developer has a history of poor quality buildings, with the Islington Wharf properties suffering from numerous problems, including loose cladding and water ingress via windows, as well the Mews properties which had to be almost completely rebuilt.
- With the other side of the road already the site for a very tall building, having a second one directly opposite will have a negative effect on the area and alternative plans, that do not impose an eyesore on an otherwise thriving and child-friendly area, should be sought.
- The communal garden and private gardens on level 2 will be effected on the amount of sunlight emitted.
- Access to the underground parking, where we have had current issues with the recent build of phase 3 - where the access road to the phase 1 car park has been effected due to residents parking on the road, thus blocking and making access difficult, therefore, this will only be exacerbated with the addition of phase 4 - due to the plans submitted on the parking spaces made available in ratio to the apartments to be built.
- The noise from construction workers, too, would be a huge annoyance in day-to-day life, as has been proved through previous construction works that have taken place nearby. I am a shift worker and sometimes do not finish work until the early hours of the morning, and do not want to lose out on much-needed sleep due to loud construction noises, as has already happened in the past.

- Air pollution from the constant site dirt/dust/debris which transfers to the communal garden and personal balcony/roof terrace areas of IW phase 1 and 2.
- Aware that the company building these apartments was going to always do a phase 4. However the original plans were not for such high stories and going to raise such concern.
- Concerns regarding the ground condition, contamination and the potential for of unexploded WW2 bombs and ordnance dating from the xmas 1940 strikes on the site.
- 16 storeys is simply too tall, two featureless boxes will be a long term blot on the landscape. Design is cheap, dated and very lazy. Not a suitable architectural statement, either as a gateway to New Islington or as contribution to all the existing structures, our homes and businesses.
- Parking right beneath windows, intrusive. The proposed spaces are inadequate for 106 dwellings, and are likely to be very busy as a result. Electric charging points, whilst laudable, will have the unintended side effect of high levels of traffic seeking to access private space.
- Traffic - NO2 Nitrogen Dioxide pollution on Great Ancoats Street is already well above the legal limit and has been for several years at least. The junction is already prone to rush hour grid lock, increasing airborne particle matter, pollution, noise etc
- Overlooking the proposed 16 storeys will leave me with 18.64% VSC daylight, unacceptably low. The proposed structure also directly overlooks the communal garden for Islington Wharf blocks A and B and would over shadow it during the afternoon into early evening during British summer time. This will directly infringe on the rights and privacy of Islington Wharf tenants and will ruin enjoyment of our green space at the end of regular working day.

One letter has been received in support of the proposal which makes the following points:

The resident is an owner/occupier in the Phase 1 development and was always aware that the development would be completed including Phase 4. The documents are very detailed and having reviewed them would support this development as being consistent with high-density city centre tall modern buildings.

#### Statutory and Non-statutory consultees

Greater Manchester Ecology Unit – Raise no objections to the proposals. The submitted Ecological Assessment concludes that the application site supports structures of negligible value to bat roosting and the surrounding habitats within the site are of only local and in most part limited value to biodiversity. GMEU confirm there are no known reasons to contradict the findings of the report.

Recommendations are made in relating to timescales of vegetation clearance to be outside of bird nesting season (March –August inclusive) and enhancements to landscaping and inclusion of bat and bird boxes to increase biodiversity which can be secured by way of appropriately worded conditions.

Greater Manchester Archaeological Advisory Services – The revised archaeological desk based assessment highlights new information coming to light on the presence

of extensive services (particularly electric cables) across the south western part of the site where there was the best potential for preserved archaeological remains relating to late 18th and first half of the 19th century housing and commercial premises. The report suggests that extensive disturbance means that only fragmentary remains are likely to survive. GMAAS agrees with this assessment of the archaeological potential and, on this basis, consider that no archaeological mitigation is merited in this instance.

Greater Manchester Police Design By Security – Recommend that a condition be attached to any approval to reflect the physical security specifications set out in the submitted Crime Impact Statement.

United Utilities – Initially requested further drainage information from the applicant to fully investigate and discount the hierarchy of drainage options for the management of surface water, the applicant subsequently provided further information. Following a review of that further information UU made the following comments:  
In order to meet the hierarchy of drainage options in the National Planning Practice Guidance, and taking into consideration the scale of this development, United Utilities believes it is not unreasonable to discharge the surface water from this development to the nearby culverted watercourse (Shooters Brook). On this basis we would welcome further investigations into a connection to Shooters Brook.

They request that the above investigations are undertaken in more detail and more evidence is provided prior to the determination of this application for full planning permission. This is because the design of the drainage scheme is inherently linked to the detailed design of the site. If, however, you are minded to determine this application in advance of the above matters being fully investigated, which we do not recommend, it is imperative that control over the approach to surface water drainage through a planning condition.

MCC Flood Risk Management Team – Have reviewed the information submitted by the applicant and the response from United Utilities.

In response they have also taken into account the national drainage hierarchy when assessing where to connect surface water from new development.

1) Infiltration: The first option on the hierarchy list is drainage infiltration into the ground. They are familiar with the site and ground conditions, they therefore conclude that infiltration is highly unlikely.

2) Discharge to watercourse: The second option is to discharge into a watercourse. UU have identified a culverted watercourse known as 'Shooters Brook'. Based on information available it was assumed that Shooters Brook existed in this area. Following previous investigations FRMT now know that Store Street is the latest upstream point where the Brook was traced. In that respect, the options that are left were to either discharge into the Marina and canals which FRMT do not believe to be achievable in this instance or for discharge to sewers.

The view of FRMT is that it is unreasonable for individual drainage connections to be made and would be extremely disruptive to get these connections across Great Ancoats Street.

3) Connection to highway drains: The option to connect to highways drain suggested by United Utilities is not viable as these drains are designed to take only highways runoff and in that location they are already connected to UU sewers.

As such their recommendation is that the final detailed design of the drainage scheme and its long term maintenance and management can be reserved for approval via appropriately worded conditions attached to any approval.

Highway Services – The site is considered suitably accessible by sustainable modes of transport in close proximity to a range of public transport facilities including bus, train and tram.

It is not anticipated that the proposals are likely to generate significant increase in the level of vehicular trips and are not anticipated to give rise to any network capacity concerns.

The level of secure cycle parking (1 space per apartment) directly accessed from the ground floor is acceptable.

Highways require all footways across the site's perimeter to be resurfaced on a like-for-like basis with all redundant dropped crossings reinstated to improve the pedestrian environment. Alterations to the highways will be required and are to be undertaken through section 278 agreement between the developer and the City Council as highways authority.

Highways have indicated that there is a requirement for funding to be secured for the provision of a new signalised crossing at the Great Ancoats Street/Pollard Street junction.

The applicant has provided a framework travel plan which is acceptable, a condition is recommended that should be attached to any approval for a full travel plan to be prepared and approved for the development.

A further condition is recommended to manage the construction phase of the development.

The servicing arrangements are satisfactory.

MCC Environmental Health – Have reviewed the submitted information with regards to ground conditions, noise assessment, lighting, waste management, and air quality. Whilst these documents are generally acceptable, and it has been confirmed that the submitted waste management strategy for the residential apartments is acceptable, further details are required to be submitted for approval via appropriately worded conditions relating to: hours of opening of the commercial unit; contaminated land; external equipment insulation; acoustic insulation of the residential accommodation; acoustic insulation of the ground floor commercial unit; verification report on lighting;

ventilation (fumes and odour control) system for any commercial kitchen at ground floor; delivery hours restricted to between 0730-2000hrs Monday to Saturday; and, the submission and approval of a construction management plan.

## **Policy**

Section 38 (6) of the Town and Country Planning Act 2004 states that applications for development should be determined in accordance with the adopted development plan unless material considerations indicate otherwise. The adopted development plan consists of the Core Strategy (adopted 2012) and the saved policies of the Unitary Development Plan. Due consideration in the determination of the application will also need to be afforded to national policies in the National Planning Policy Framework (NPPF) which represents a significant material consideration.

### The Development Plan

The Development Plan consists of:

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

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

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

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

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a development site within Ancoats and Beswick ward. The development would bring change in the form of a high quality residential led scheme to this part of the city in a highly sustainable location.

SO2. Economy – High quality residential accommodation in a sustainable location such as this, would support the economic growth of the city.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Low carbon measures in the form of electric car charging points, trees and an efficient drainage scheme would all have benefits. The development is supported by a travel plan and 100% cycle provision. Provision would be made available for disabled occupants.

Policy SP1 'Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area. The design and appearance of the building would provide a high quality addition to the street scene and complement existing developments in the area.

Policy EC3 'The Regional Centre' - The proposal provide a high density residential development thus contributing towards the City's housing growth.

Policy T1 'Sustainable Transport' - The site has access to a range of public transport modes.

Policy T2 'Accessible areas of opportunity and needs' - A transport statement and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable forms of transport.

Policy H1 'Overall Housing Provision' – The proposal is a high density development on a previously developed site in a highly sustainable location. There would be adequate cycle and waste management arrangements which would support on site recycling objectives.

Policy H2 'Strategic Housing Location' – The proposal would add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would be efficient with other sustainable features such as photovoltaics.

Policy H4 'East Manchester' – The proposal would provide high density accommodation.

Policy H8 'Affordable Housing' – The applicant has demonstrated that the proposal would be unviable if affordable housing contribution was attached to any decision. This is considered in more detail within the issues section of the report.

Policy EN1 'Design principles and strategic character areas' - The proposed development is considered to be a high quality scheme in terms of its design and appearance and would enhance the regeneration of the area.

Policy EN2 'Tall buildings' - The proposals are part 16/part 11 storeys in height the adjacent buildings are 9 and 10 storeys in height whilst other buildings in close proximity are 21 and 31 storeys in height. As will be set out within the issues section of this report the height, density and design of the proposed buildings are considered to be acceptable within this area and accord with the principles of policy EN2.

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

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' – The proposal would have energy efficient fabric. It would have a low level of onsite car parking (including bays for disabled people) and a robust travel plan and cycle provision. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site to ensure sustainable energy is used.

Policy EN9 'Green Infrastructure' – The development would include a landscaping scheme which would have biodiversity benefits.

Policy EN14 'Flood Risk' - A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' - The proposal would not compromise air quality and would include measures to minimise the impact on air quality on future occupiers.

Policy EN17 'Water Quality' - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, 'Contaminated Land' – The ground conditions at the site are not considered overly complex and can be adequately dealt with.

EN19 'Waste' – Recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building.

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

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

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

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

Saved policy DC26 Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy E3.3- The proposal would provide a high quality building along Great Ancoats Street and would enhance the appearance of this main route.

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

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

In the City of Manchester, the relevant design tool is the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. The Guide states the importance of creating a sense of place, high quality designs, and respecting the character and context of an area. The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance provides a framework for all development in the City and requires that the design of new development incorporates a cohesive relationship with the street scene, aids natural surveillance through the demarcation of public and private spaces and the retention of strong building lines and appropriate elevational detailing and strong design particularly to corner plots.

The proposals are considered to have been designed to reflect the sites context and relationships with the surrounding area provide strong built form and high quality of elevational detailing and therefore accord with the principles of the Guide to Development SPD.

#### Affordable Housing Supplementary Planning Document (2008)

This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance.

The SPD does permit a lower proportion of affordable housing in some cases, where material considerations apply. The SPD permits exemptions to the requirement for affordable housing provision at the levels specified where: *“A legally binding agreement had been reached on land values by 1st December 2007 which had not incorporated the cost of affordable housing.”*

Consideration of affordable housing is set out within the issues section of this report.

#### **Other Material considerations**

##### Manchester Residential Quality Guidance 2016

The MRQG sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester and was approved by the Executive at its meeting on 14 December 2016.

The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed development.

### Ancoats and New Islington Development Framework (2016)

The Development Framework seeks 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 Framework has been prepared on the basis of six distinct but interconnected zones which are each afforded their own masterplanning principles and framework. The site is located within Character Area 4 – Great Ancoats Street Frontage. The Framework identifies this character area for new building to offer well considered, contemporary and distinctive design which is responsive to its context.

The Framework also sets out a number of principles for development within it including:

- The corner of Old Mill Street and Great Ancoats Street will benefit from active frontages, helping to reinforce the junction and complement the proposed Great Ancoats Street improvements.
- There is potential to create greater levels of enclosure along Old Mill Street with future development overlooking the street.
- There is opportunity for significant height at the junction of Great Ancoats Street and Old Mill Street. A tall building in this location will also offer views of Cotton Field Park to the north and the city centre to the south. A landmark building will also provide landmark orientation when viewed from both Great Ancoats and Store Street.
- Visual scale and massing of large buildings should be moderated through techniques such as variation in massing, materiality, colour and texture that can break up the appearance of larger facades.

In terms of connection and movement the Framework indicates that “as with Ancoats, there is an aspiration to improve the pedestrian environment and crossing points associated with Great Ancoats Street. The current proposals by MCC Highways and TfGM to improve the connectivity across Great Ancoats Street seek to address the

pronounced severance issues around New Islington and Pollard Street, as well as improve the appeal and clarity of Store Street as a key connection into the city centre.

A draft refresh to the Character 4 Area was reported to Executive Committee in February 2020 particular in relation to the Central Retail Park site which is located opposite the application site. The vision for this site being “an exemplary net zero carbon commercial district with the ability to attract new businesses and talent to Manchester.”

### The National Planning Policy Framework (February 2019)

The National Planning Policy Framework (NPPF) sets out the Government’s planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The NPPF is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development which for decision-taking this means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
  - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
  - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 124 indicates that the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities.

Paragraph 127 sets out that planning decision 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 space) and support local facilities and transport networks.

Paragraph 130 indicates permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions

## **Legislative Requirements**

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

S149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

S17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

## **Issues**

Principle of development – The site is located in an urban setting where significant redevelopment has and continues to occur in close proximity. The site is previously developed having formed part of an area of the City that contained mills and other businesses following the construction of the Ashton and Rochdale Canals between 1790 and 1804. The site has also been subject to previous planning approvals for a mixed use residential led development.

Given the surrounding developments of residential and mixed use developments and its sustainable location, together with the planning history of the site which included the approval of residential development of it as part of a wider redevelopment scheme it is considered that the principle of the redevelopment of this previously developed land for high density residential development is consistent with the local and national planning policies and regeneration frameworks in place for the area.

Climate change, sustainability and energy efficiency - The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors. Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Whilst there is car parking at the development the level of provision reflects the sites sustainable location and incorporates electric car charging points. There would be 19 car parking spaces provided (4 of which would be accessible), each space would have access to a charging point.

A travel plan would encourage residents to take advantage of the public transport in the area which would contribute to reducing overall vehicle trips to and from the site. There would be a secure cycle store for residents of the apartments on a one space per one apartment basis, conveniently located on the ground floor and directly accessed from Old Mill Street.

The building fabric would be highly efficient with energy saving measures incorporated into the design in the form of lighting, power and ventilation measures.

Waste water heat recovery will be included on all baths to recover heat from the waste water to pre heat hot water. Low flow appliances and small capacity baths will be installed to minimise water usage.

All dwellings would be provided with whole house ventilation units incorporating heat recovery to reduce heating demand. Over 50% of the apartments are dual aspect which encourages natural cross ventilation.

A photovoltaic array would be installed to the roof of the apartment building generating 15.9% of on-site renewable energy. The dwellings would be entirely electric and would not be fitted with gas boilers and would also have a highly efficient fabric and lighting systems.

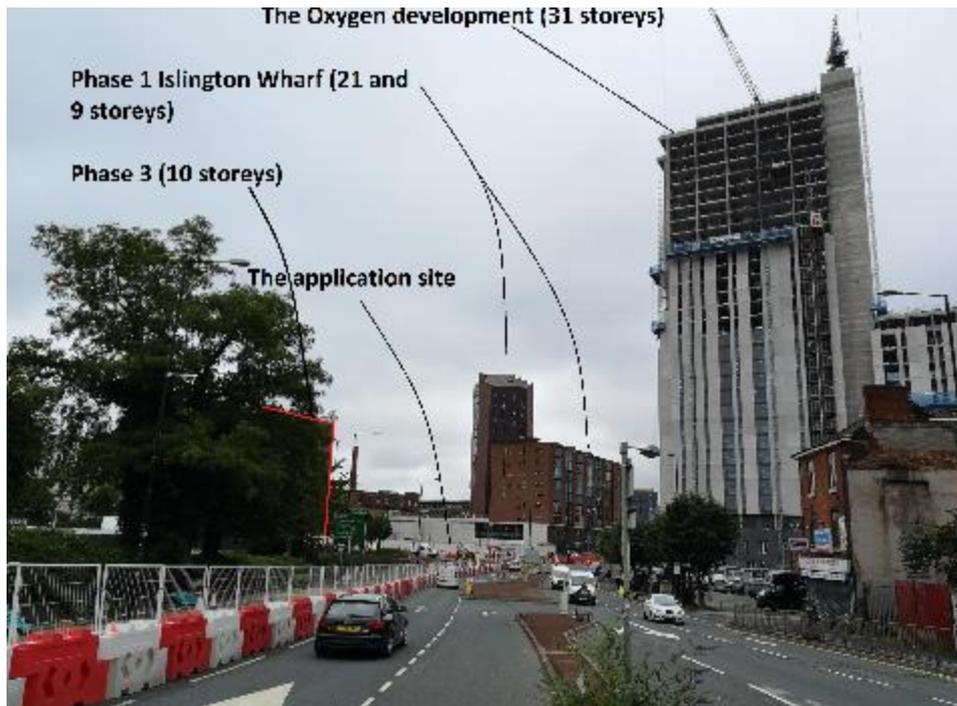
These measures would achieve a site wide reduction in CO<sub>2</sub> over Part L (2010) of the Building Regulations of 25%. This reduction exceeds the requirements of Core Strategy policy EN6 which seeks to achieve a 15% reduction in CO<sub>2</sub> on Part L (2010) Building Regulations. Against the most recent building regulations the proposals would achieve a 10% improvement above the 2013 (updated 2016) Part L targets.

A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

A drainage scheme would also minimise the flow rates of surface water into the surrounding network.

Layout, scale, external appearance and visual amenity - The proposed building has been designed to step down in height from the Great Ancoats Street/Old Mill Street junction from 16 to 11 storeys to reflect the prominent road junction and also respect the 10 storey phase 3 development adjacent the site.

The height proposed is lower than that of the 'Oxygen' development taking place on the southern side of Great Ancoats Street (31 storeys) and the 21 storey block contained as part of the Phase 1 Islington Wharf development. The photograph below shows the surrounding context of the site with the application site to the front of the white wall of the car park and podium of the Phase 1 development.



**Photograph looking east along Great Ancoats Street towards the application site**



**Schematic of the proposed building and its context using the same viewpoint as the previous photograph**

It is considered that the proposed development responds to the site context and is a form of development that would successfully assimilate into the street scene completing the phased redevelopment of the wider site.

The proposals reflect the materials and finishes of the previous phases of development which are predominantly of a solid brick or stone cladding finish across the three previous phases of development. As such the proposed choice of two distinct brick colour finishes of red and buff would complement the other phases constructed.

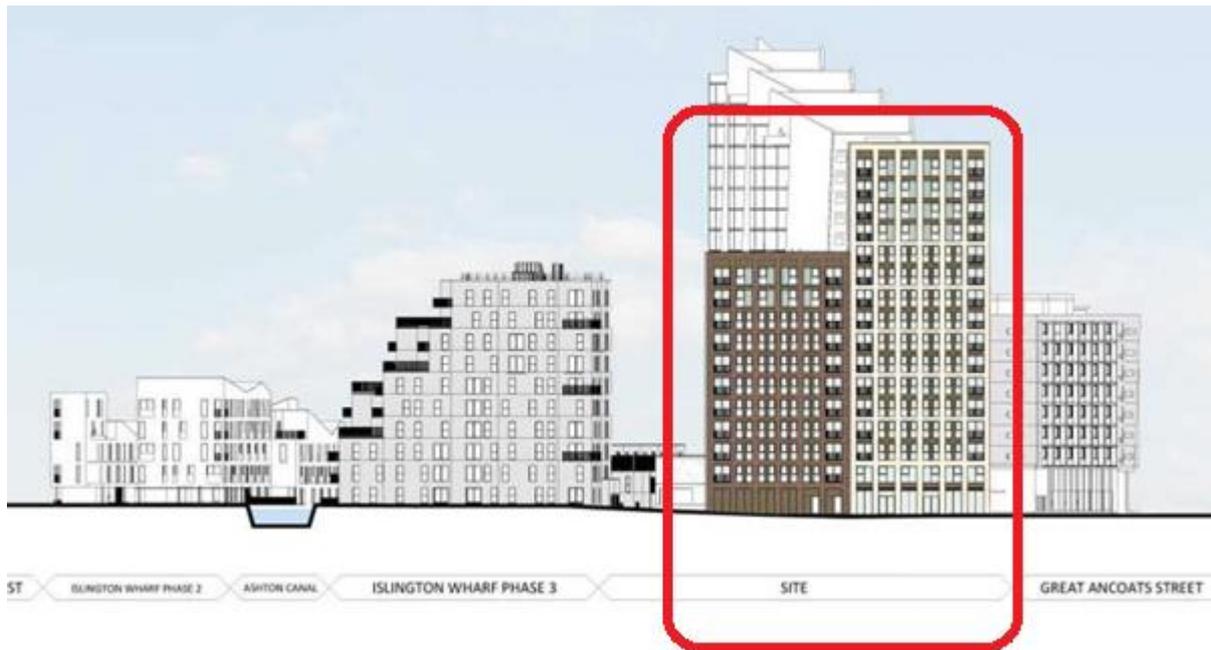


**Photograph of Phases 2 and 3 showing brick finishes**

The layout of the building is based upon a simple rectangular floor plan that maximises the floorspace available for each apartment. The external design of the building is an honest interpretation of more historic mill buildings in the area with a regularity in the arrangement of windows and structure of the building. This design is reinforced with the use of traditional brick finishes together with coloured infill panelling and glazing. It is considered that the design response to the sites location and adjacent buildings is acceptable and would contribute towards the quality of development and activity at street level along Great Ancoats Street and Old Mill Street.



**Proposed Great Ancoats Street Elevation**



### **Proposed Old Mill Street Elevation**

Access - The primary entrance and cycle store access points to the building from Old Mill Street, whilst vehicular access to the site is provided at the existing access point from Old Mill Street, located to the east of the block between Phase 3. All residential and service vehicles would enter the site at this location. Residential access to the car park would be managed by an automatic fob accessed gate ensuring safety and security for both residents and their vehicles.

The application information confirms that the approach routes into the building are all safe, convenient and step-free from Old Mill Street. Despite the steep gradient along Old Mill Street, the external levels have been dealt with via external ramps and slight changes in levels internally to ensure accessibility throughout.

Access to the rear entrance from the car park is achieved by both a direct stepped approach along with a ramped access to the far end of the car park. The gradients and landings are suitable for accessible users and residents with pushchairs. All approach routes, including ramps and landings, have clear widths of 1500mm or greater. The car park will provide 4 no. accessible spaces.

Affordable Housing – The City Council's objective to deliver affordable housing is set out in a number of core documents. The relevant planning policy is contained within the Core Strategy and the supplementary planning document and guidance 'Providing for Housing Choice'.

The general tenet of the policy is that the amount of affordable housing required within a particular development should reflect the type and size of the development as a whole and will take into account factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective. An applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted

sum, where a financial viability assessment is conducted which demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; 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 and the SPD. Of relevance to this application is the exemption permitted in the SPD in that the policy would not apply if “A legally binding agreement had been reached on land values by 1st December 2007 which had not incorporated the cost of affordable housing.” The applicant has confirmed that a legal agreement was in place for the site before this date and at that time a planning permission had already been granted for development on this site, which contained no obligations to provide affordable housing.

As noted in the site history the applicant has had an interest in the redevelopment of this part of Manchester since 2004; this includes having legal agreements in place for the cost of the land and planning approvals for residential development and which had not incorporated the costs of affordable housing.

Three phases of development have been delivered by the applicant since the mid 2000s including post the 2008 financial crisis which have contributed to the ongoing regeneration of this part of the City.

Notwithstanding this, the applicant has submitted a viability assessment which concludes that the provision of affordable housing would render the scheme under consideration to be unviable and would prevent the development coming forward in the foreseeable future.

The proposal would deliver a high quality fourth and final phase of development adding to the distinctive character of Islington Wharf. The architecture and external appearance of the building has been maximised and the proposed development is already delivering a number of benefits directly on the site as part of the scheme. This includes enhancement works to the adjoining areas of public realm in which the applicant has already significantly invested to create a sense of place together with other forms of infrastructure.

Ground floor commercial use – The proposals incorporate a ground floor commercial unit (163 sqm) that would be suitable for a range of uses ranging from retail use, restaurant/café or office use.

The introduction of a ground floor use at the corner of the building closest to the Great Ancoats Street/Old Mill Street junction is considered acceptable in urban design terms. It would ensure that the frontage of the site at street level generates activity and animates this element of the building whilst providing a facility for the existing and future population of this area. The approach of including ground floor commercial uses is consistent with that taken in relation to the Phase 1 and Phase 2 developments which both provided ground floor commercial uses.

The building has been designed with a dedicated internal waste storage area for the commercial unit and structurally to ensure commercial uses could be introduced



Building Research Establishment guidelines have been utilised. The guidelines are not mandatory and they do not form planning policy, the targets within the BRE guide are based on low rise, suburban development. The National Planning Practice Guidance states:

“All developments should maintain acceptable living standards. What this means in practice, in relation to assessing appropriate levels of sunlight and daylight, will depend to some extent on the context for the development as well as its detailed design. For example in areas of high-density historic buildings, or city centre locations where tall modern buildings predominate, lower daylight and daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.

In such situations good design (such as giving careful consideration to a building’s massing and layout of habitable rooms) will be necessary to help make the best use of the site and maintain acceptable living standards.”

The assessment submitted by the applicant has reviewed the daylight levels to surrounding buildings and assessed these with the proposed development in place. The assessment concludes that all surrounding properties would retain good average daylight levels when considered against the city centre location, together with the emerging height and density of the area.

#### *Phase 1 Islington Wharf*

Phase 1 comprises two buildings block A (closest to the site) and the 21 storey block B. Only windows on the elevations of the buildings overlooking the proposed development that have the potential to be affected have been assessed. The assessment identifies a relatively small number of overall windows to the two buildings being impacted and all rooms would continue to receive good sunlight with the proposed development in place.

The assessment has found that in terms of impacts on the Phase 1 (Block A) Islington Wharf properties the rooms that do fail to meet BRE criteria are bedrooms and all living kitchen dining rooms meet the targets. The assessment indicates that (31%) of the windows assessed would meet the BRE Vertical Sky Component (VSC) daylight targets; (37%) of the rooms assessed would meet the BRE No Sky Line (NSL) daylight targets; and, all rooms assessed and will meet the criteria for Annual Probable Sunlight Hours (APSH). The bedrooms identified have a range of impacts with loss of VSC in rooms of between 54% and 72%, these bedrooms have one window.

The kitchen dining rooms are dual aspect and it is suggest within the assessment that these were designed with later phases of development in mind. The assessment clarifies that where one window does not meet BRE targets there are other windows serving the same room that do that results in the room overall meeting BRE criteria. The BRE states that occupants should have access to at least one well lit habitable room and with the proposed development in place, the main habitable room to these apartments would remain well lit.

In terms of Block B of Phase 1 Islington Wharf the results of the assessment were that (84%) of the windows assessed would meet the BRE targets for VSC daylight; (73%) of the rooms assessed would meet the BRE NSL daylight targets; none of the rooms face within 90° of due south and therefore no sunlight analysis has been undertaken. The assessment concludes that whilst impacts are identified the retained levels of daylight are indicated as being very good for a city centre location. All of the windows that do not meet the VSC target criteria are reduced by 20-30%, and overall would retain VSC daylight levels of 28.50%.

### *Phase 2*

The phase 2 development has also been assessed. All windows and windows assessed meet or exceed the BRE criteria for VSC daylight and APSH sunlight; and, (98%) of rooms meet the criteria for NSL daylight. There are identified impacts to two rooms with the development in place.

### *Phase 3*

In terms of the assessment on Phase 3 which is the most recently completed phase of development. 84% of the windows assessed would meet the BRE targets for VSC daylight; 92% of the rooms assessed would meet the BRE NSL daylight targets, and (82%) would meet the APSH sunlight criteria.

14 of the windows assessed are within 20-30% of the VSC criteria, meaning the impacts to these are considered marginal and, overall, Phase 3, Islington Wharf will retain average VSC levels of 20.78%. In terms of NSL daylight, all but one of the rooms which does not meet the criteria are within 20-30% of the target, and the room that exceeds 30% is a bedroom which is considered to have a lesser requirement for daylight by the BRE. The assessment reviewed only those windows directly affected by the proposal, the apartments in Phase 3 are all served by windows on other elevations not impacted by the proposals.

### *Outram House (located south on the opposite side of Great Ancoats Street)*

The assessment identifies that 95% of the windows assessed would meet the BRE targets for VSC daylight. 20/24 (83%) of the rooms assessed would meet the BRE NSL daylight targets. None of the rooms face within 90° of due south and therefore no sunlight analysis has been undertaken.

The two windows which fail to meet the VSC daylight criteria do so marginally, by 20.2% and 26.3%, and the building would continue to receive average VSC daylight levels of 21.5% which is good considering the city centre location.

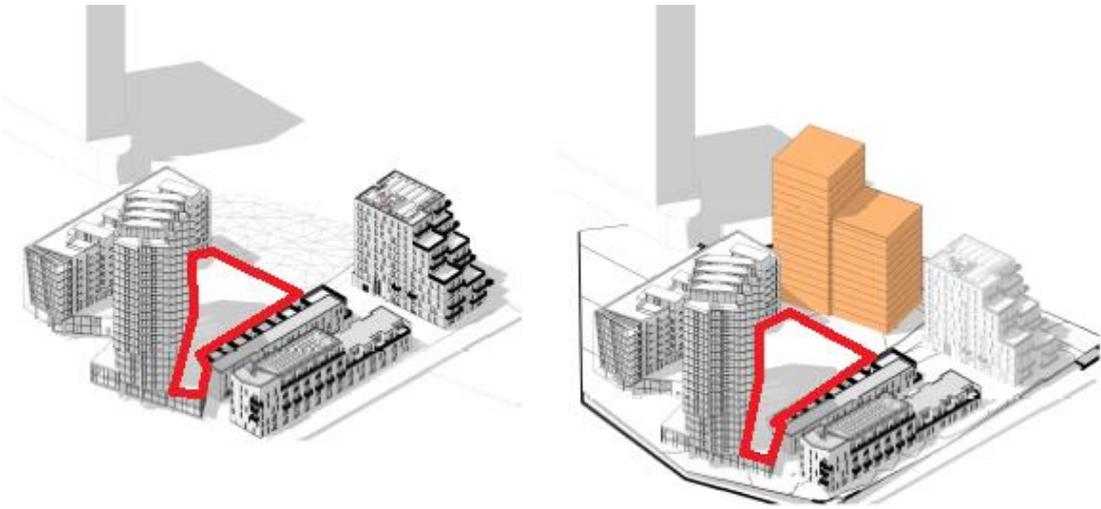
Three of the rooms which fail to meet the criteria for NSL daylight are within 10% of the target reduction of 20%. One room is reduced by in excess of 30% but, when considered against the overall impact to the building, this is considered acceptable.

### *Oxygen development (immediately opposite the site on Great Ancoats Street)*

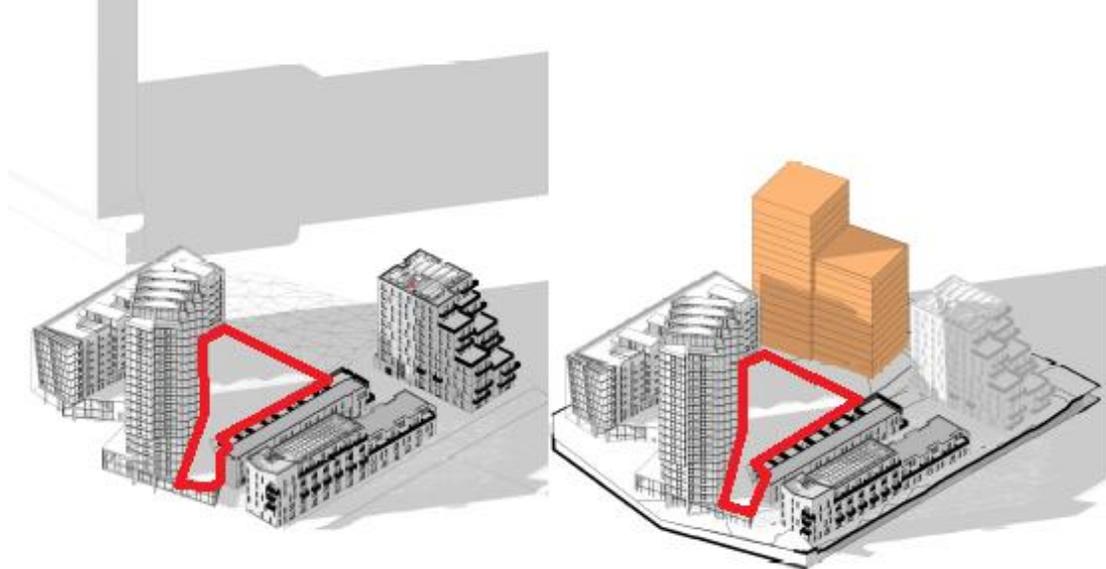
(65%) of the windows assessed would meet the BRE targets for VSC daylight. All of the rooms assessed would meet the criteria for both NSL daylight and APSH sunlight. The site is currently under construction and not yet occupied.

Only the rooms overlooking the development site have been assessed, which is a proportionally small amount in context to the entire building. In addition, those rooms assessed would retain average VSC levels of 21.59% with the proposed development in place. The assessment indicates that this is good considering the city centre location.

In relation to the raised concerns by residents in term of impacts on the outdoor amenity space associated with the Phase 1 Islington Wharf development, the application site is located to the north west of the garden and there is therefore no potential for the development to overshadow that area. The applicant has provided overshadowing diagrams comparing the situation on this space now and if the development were constructed to demonstrate this. As can be seen the existing amenity space is already overshadowed by the Phase 1 development both during the winter and summer period. With the proposed development in place there is no effect on this overshadowing given the location of the proposed development and its relationship to the path of the sun.



**Outdoor amenity space overshadowing – without proposed development (Summer Midday to the left )– and with the development (Summer Midday to the right)**



**Outdoor amenity space overshadowing – without proposed development (Winter Midday to the left )– and with the development (Winter Midday to the right)**

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

#### Sunlight and Daylight

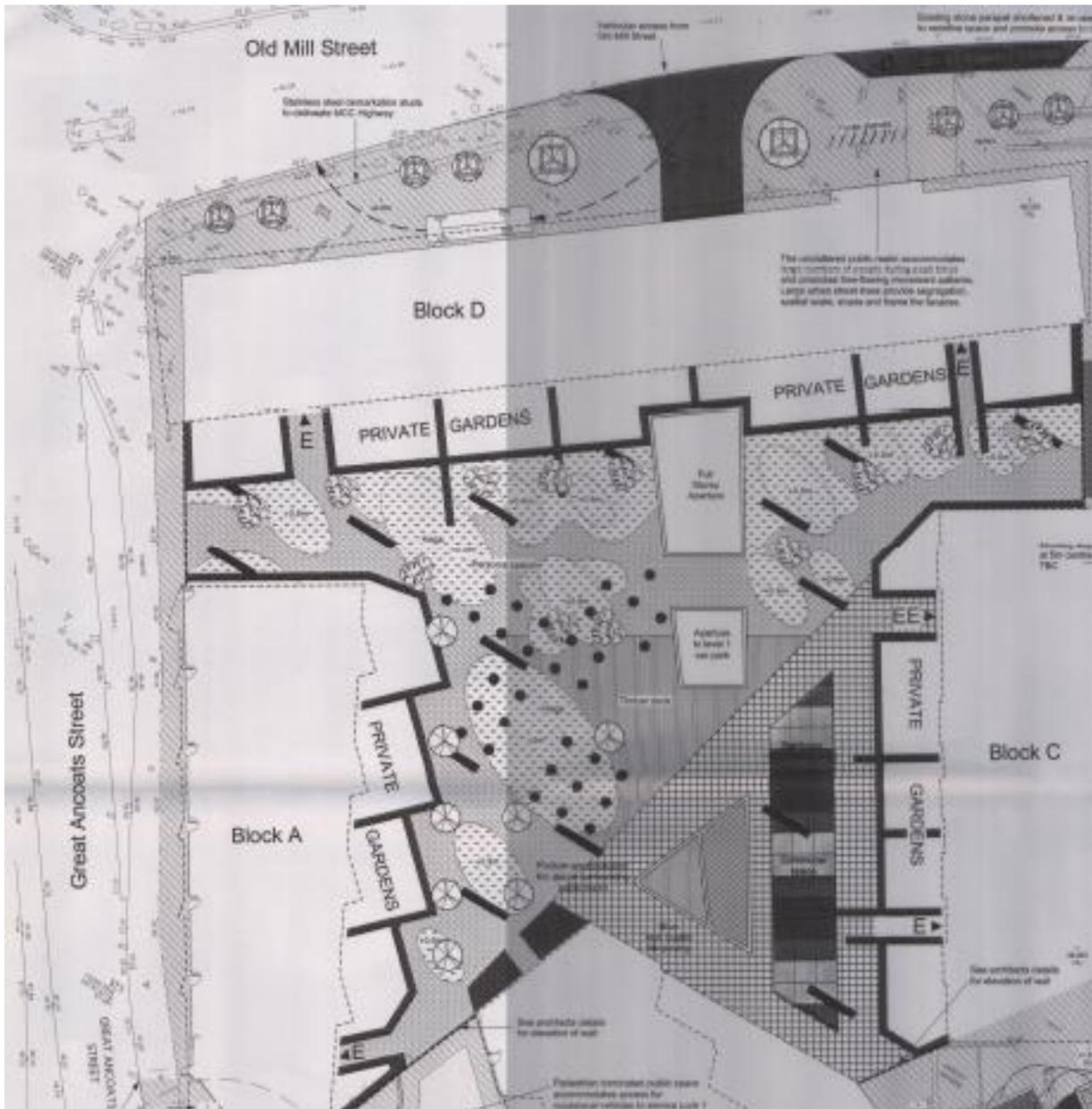
The accompanying Sunlight and Daylight Assessment assesses the magnitude of any impacts considering the context of the site and the surrounding area. It involves a technical analysis using methodologies set out within the Building Research Establishment Guidelines. It is concluded that with the proposed development in place, all properties within the study area would retain good average VSC levels for an urban location and that sufficient daylight amenity would continue to be received. Specifically, within Phase 1 of Islington Wharf, all living kitchen diners meet established targets.

#### *Overlooking, loss of privacy*

The proposed development has been sited to minimise impacts on the adjacent buildings.

Historic approvals on the application site had been for an 11 storey residential development with a similar linear relationship to the Phase 1 development that is currently proposed. It is acknowledged that the proposed building is part 16 and part 11 storeys in height. However, as block B is 9 storeys in height it is not considered that the additional height (5 storeys) would give rise to greater impacts on residential amenity than was envisaged in the original masterplan approval. The distances between the existing building and the proposed (between 10 and 16 metres) reflect similar distances between buildings in the vicinity of the site and reflect the urban, high density context of this part of the City.

The proposed building would be sited over 40 metres away from the taller Islington Wharf 21 storey building.



**Extract from the planning approval masterplan layout for redevelopment of Phases 1, 2,3 and 4 of Islington Wharf that expired in 2013. (Phase 1 is noted as Block A – Phase 4 forms part of the proposed 11 storey Block D)**

In addition the side windows in the gable wall of block B were designed with the potential redevelopment of the adjacent site in mind as can be seen from the photograph below. The windows have been limited through their design and positioning on the gable wall to reduce overlooking and loss of privacy



**Gable wall of Block B highlighting the window extent and arrangement.**

The proposed development would sit approximately between 11 and 14 metres from the gable wall of the phase 3 development. This reflects distances between properties in other phases of the Islington Wharf development which range between 10 and 14 metres. The floor layout for the apartments within this gable end of the block mean that living spaces that have windows in the gable wall also have windows on either the Old Mill Street or internal elevation which assists in providing additional daylight to these rooms. The height and distances between the phase 3 development and the application site reflect those that were indicated within the application documents for the phase 3 development.



**Gable end of Phase 3 development that faces the application site**

Whilst it is acknowledged that there would be some impact to some of the surrounding developments, given the context of the site and its city centre location these impacts are limited and are not considered sufficient to warrant refusal of this planning application. The proposals are considered to comply with Core Strategy Policy DM1 and with NPPG 'making efficient use of land', and NPPF paragraph 123.

Landscaping - The proposals incorporate a landscaping scheme to provide both a setting to the ground floor entrances into the building for residents and the commercial ground floor unit and also to improve the experience on Old Mill Street and Great Ancoats Street. The indicative landscaping scheme proposes the planting of 9 trees in addition to other hedge and vegetation. A majority of the trees would be in publicly viewable parts of the site to assist in improving the street level environment for pedestrians.

There would be two distinct areas of landscaping, the first on the north east corner of the site on Old Mill Street which would include a landscape buffer to soften this corner and to assist in the level differences across the site. In addition a further landscaped buffer is proposed along the Great Ancoats Street frontage, screening the car parking area from the main public vantage points and assisting in softening the highly urbanised setting along this road frontage. Further areas of landscaping and tree planting would be within the car park area again to assist in reducing the amount of hard landscaping in this area.

The final detailed design of this landscaping together with the type of trees and vegetation to be planted would be subject to appropriately worded conditions to ensure suitable types of soft landscaping is provided to enhance biodiversity and provide the high quality specification required for this important road frontage.

Heritage– The application has been supported by a Heritage, Townscape and Visual Impact Assessment (HTVIA).

The HTVIA reviewed the sites context and key viewpoints before and after the proposed development. A series of these images are set out below. This assessment is considered to provide an acceptable level of information to assess the potential impacts of the development on designated heritage assets and the visual impacts of the proposed development when seen in its context.

The application site is currently viewed as an undeveloped parcel of land which is highly prominent at the junction of Old Mill Street and Great Ancoats Street and the resulting visual gap does not contribute positively to the streetscene. The development of the site therefore provides an opportunity to further enhance the continuing regeneration of this part of the City. The boundary of Ancoats Conservation Area lies approximately 350 metres to the north west of the application site. The submitted HTVIA acknowledges that the setting of this conservation area has been largely altered and is constantly changing due to the regeneration projects in the area. The proposed development is assessed as having a negligible impact on the significance of the conservation area. It is stated that the proposed development has been designed to a scale and form that enhances the townscape of New Islington as seen from the conservation area.

Immediately south of the site, beyond the Islington Wharf Phase 1 residential tower (seen in figure 4.8), lies the group of listed structures and buildings associated with the canal network in the form of the Grade II listed Lock Keeper's Cottage, which was refurbished during Phase 2 of the Islington Wharf regeneration scheme. In this area, a Grade II listed towpath bridge is also found nearby Locks No1 and No2 of Ashton Canal, also Grade II listed. Nearby is Albion Works, a residential estate that contains the refurbished Grade II listed Cooperative Warehouse.

*Impact on listed Towpath Bridge Ashton Canal (Grade II)* - The bridge sits at the junction of Ashton Canal and the Islington Branch arm, forming a clear and uninterrupted towpath alongside the northern side of Ashton Canal. The bridge was built circa 1800 and lies to the east of the application site with previous phase of the Islington Wharf development siting between it and the application site. Although the proposed development is located in the nearby setting of the listed structure, it would cause no harm to it owing to the already largely altered intervening townscape of previous phases of development.

*Impact on Lock Keepers Cottage (Grade II)* - The Lock Keeper's Cottage, built circa 1800, sits in between Lock No 2 of Ashton Canal and the Islington Branch and is located to the east of the application proposals with the previous phases of the Islington Wharf development sitting in between. The proposed development is located within the wider setting of the listed cottage, which has largely changed over the last years as a result of the regeneration scheme at Islington Wharf. It is set out in the assessment that the high quality design of the proposed development would be a positive addition to the area, alongside the previous phases of the masterplan. The proposed exterior materials of the building reflect the character of industrial Manchester. It is concluded that the proposed development would not cause harm to the significance of the listed Lock Keepers cottage.

*Impact on Locks No 1 and No 2 (Grade II)* - Locks No 1 and No 2 are both located within the Ashton Canal, east of Great Ancoats Street. They were built circa 1792-1799 out of large blocks of millstone grit and wooden gates. It is set out in the assessment that the high quality design of the proposed development would be a positive addition to the area, alongside the previous phases of the masterplan. The proposed exterior materials of the building reflect the character of industrial Manchester. It is concluded that the proposed development would not cause harm to the significance of the listed Locks.

As detailed elsewhere in this report the proposed design, scale and massing of the building is considered to be an acceptable addition to this part of the city and would complete the redevelopment of this part of the city which has undergone a series of phases of development. The submitted HTVIA assessment, in addition to assessing impacts on designated heritage assets, provides further information of the context to the proposed development when viewed from other key locations. This is in the form of a number of viewpoints with present views and the same viewpoints with the development superimposed. A number of these are set out below.



**Pollard Street, path close to New Islington Tram Station, looking west (existing view left – proposed view right)**



**Canal Basin looking south (existing view left – proposed view right)**



**Great Ancoats Street and Ducie Street junction, looking south-east (existing view left – proposed view right)**

On the basis of the submitted information it is not considered that the proposed development would give rise to unacceptable impacts or harm to the significance of any statutorily designated assets (listed buildings and conservation areas). The development has been designed to positively contribute to the character of the area and as a final phase of development of Islington Wharf. As such the proposed development is in whole accordance with Core Strategy Policies EN2 and EN3, and paragraphs 189 to 190 of the NPPF.

Impacts from noise - The Noise Report carried out in accordance with this application seeks to impact that the external noise climate has on the design of the proposal based on daytime and night-time noise levels measured on site, along with consideration with regard to the control of noise between the ground floor commercial and mixed use spaces and the above residential apartments.

It is determined that although noise levels affecting some of the buildings facades (namely facing Great Ancoats Street) are relatively high, appropriate mitigation measures can be implemented into the building design to minimise any potential impact from road traffic noise on future occupants.

It is therefore considered that noise levels are not a determining factor to the grant of planning permission, and the proposals therefore are in line with policy DM1 and saved Unitary Development Plan policy DC26. In line with the recommendations of consultees appropriately worded conditions would be required to ensure suitable level of acoustic insulation of residential properties is achieved, together with measures to protect future residents from the ground floor commercial unit.

Air Quality - The accompanying Air Quality Assessment looks to determine current conditions in the area and the future impact of increased vehicle movements associated with the proposed development with regard to local air quality. The assessment included a number of impact assessments modelled against scenarios of traffic data and projections.

During the construction phases the AQA identifies the potential for dust to impact on nearby residential properties. This phase of the development can be successfully mitigated against through appropriate construction management practices and an effective Dust Management Plan. Such measures would be secured by way of an appropriately worded condition for the submission and approval of a construction management plan.

The AQA indicates that due to the location of the site the main source of pollution on the operational phase of the development when occupied is the current traffic levels combined with the canyoning effect of both the proposed development and other nearby structures. It is stated that appropriate mitigation should be applied to rooms on Great Ancoats Street and Old Mill Street, up to heights of 17.5m and 8.5m respectively. Apartments up to the stated height should have the ability to maintain comfort with windows closed, with the exception when purge ventilation is required, NOx filters should be incorporated into the mechanical ventilation system. A condition is proposed to ensure such mitigation measures are incorporated into the development.

Wind Assessment - The application is supported by a Wind Assessment report to assess conditions on and around the proposed development for wind comfort and safety within the accompanying Wind Assessment. The works undertaken concluded that no adverse wind effects are expected from the proposed development with the majority of effects negligible. Conditions are assessed to be suitable for the intended use with no mitigation measures necessary.

Ground Conditions - The application is supported by a number of technical reports that have assessed the ground conditions of the site and suitability for redevelopment for residential development. The submitted information concluded that all potential contamination risks have the potential to be mitigated.

An objector has raised concerns with regards to unexploded bombs from WWII. The submitted ground condition reports provided by the applicant include a desk top study covering Explosive Ordnance. The study identifies unexploded WWII ordnance as being of a medium risk of the site. It sets out a risk mitigation strategy to be executed by the contractors and applicant during phases of the project. This strategy includes amongst other things: the risks posed by UXO (unexploded ordnance) should be brought to the attention of the Project CDM Coordinators and other individuals with a responsibility for project safety and operations at the site; UXO safety awareness training should be given at all levels of site personnel and selected individuals on the project staff with relevant responsibilities: A competent person as part of the project safety induction course should provide the awareness training; Prior to any intrusive piling or drilling commencing, UXO safety testing and appropriate clearance certification into the ground to sufficient depth to provide clearance from UXO; A UK Home Office Authorised EOD/UXO Contractor using qualified EOD Engineer with specialist locators and detectors to scan the ground ahead of the excavation wherever possible should provide this.

No objections have been received from the Council's contaminated land specialist to suggest that the site is not suitable for redevelopment for a residential development although appropriately worded conditions would need to be attached to any approval to secure the appropriate remediation of the land.

Archaeology – The application is supported by an Archaeological Desk-Based Assessment. This sets out that although the site was used most recently as a storage compound associated with previous construction phases of the Islington Wharf development, prior to this it was occupied from the late 18th century by a group of commercial and residential buildings. The Great Ancoats Street frontage was lined with commercial properties that included the Navigation Inn and shops that were occupied variously by a furniture broker, a tinsmith worker and ironmonger, a tallow chandler, a beer retailer and a draper. Some of these buildings appear to have been rebuilt to some degree during the late 19th century, which may have resulted in the loss of any original fabric. The buildings had largely fallen into disuse by the mid-20th century, and the site was cleared between the late 1960s and 1980s. More recently, the installation of infrastructure associated with a low-voltage electricity intake in the southern corner of the site may have caused some disturbance to below-ground remains.

The report sets out that there are no designated heritage assets within the boundary of the proposed development that would warrant their preservation *in-situ*, and the site does not lie within a conservation area. The earliest development of the area appears to have occurred in the late 18th century, and there is very little potential for the site to contain archaeological remains deriving from any earlier activity. The buildings that occupied the site from the late 18th century are of limited archaeological interest although the possibility that some foundations survive *in-situ* cannot be discounted. The footprint of an early 19th-century cotton mill straddles the

boundary of the site, although this was subject to archaeological excavation in 2005, which resulted in the removal of all physical remains.

The Greater Manchester Archaeology Advisory Service accepts that the archaeological remains will not be of national importance requiring preservation in situ and that given the identification of extensive services across the south western part of the site this extensive disturbance means that only fragmentary remains are likely to survive. They consider that in this instance no archaeological mitigation is merited.

Highways and transport – The application site is located within a sustainable location accessible by a range of public transport networks and is well connected to the City Centre by way of the existing footpaths which is to be further enhanced through the planned highway improvement works to Great Ancoats Street.

The application is supported by a Transport Statement and Travel Plan which have been assessed by highway services who raise no objections to the proposed development in terms of impacts to the capacity of the highway network or pedestrian safety.

The level of proposed cycle parking (1 space per apartment), car parking of 19 spaces (4 of which would be accessible parking bays) and 9 EV charging points (for 2 vehicles per charging unit) are all assessed as being acceptable in this high density urban location.

As part of the Great Ancoats Street highway improvement works there would be enhancements to the pedestrian environment with improved crossing facilities at the junction with Old Mill Street. This would ensure that safe a direct pedestrian access was secured for the proposed development towards the City Centre. Whilst comments have been made for financial contributions towards improvements to the Pollard Street/Great Ancoats Street junction for pedestrians in the response of Highway Services this junction is 170m to the south east of the site. The intentions for this request is understood, however historic improvements to this junction were secured through development taking place adjacent to it and it is not considered that such a contribution from this current application proposal would meet the tests for seeking planning obligations in that: it is not necessary to make the development acceptable in planning terms; and is not directly related to the development.

Drainage – The application is supported by a Flood Risk Assessment and Drainage Strategy for the site. The FRA demonstrates that the application site is at an acceptable or low/negligible risk from all assessed sources of potential flooding. As no significant sources of flood risk were identified, no specific mitigation measures are considered necessary.

This FRA demonstrates that (provided an appropriate sustainable drainage scheme is developed for the site), the proposed development: Is suitable in the location proposed; would be adequately flood resistant and resilient; would not place additional persons at risk of flooding and will offer a safe means of access and egress; and, would not increase flood risk elsewhere through the loss of floodplain storage or impedance of flood flows.

The applicant provided further information relating to the proposed drainage of the site following a request from United Utilities who raised a number of points in relation to the drainage hierarchy and the proposed discharge of surface water flows to their combined water network. The FRA and supplementary response from the applicant have been assessed alongside the response of United Utilities who have not raised an objection to the proposal. In this instance it is considered that adequate information has been provided at this stage. Any drainage scheme would be required to incorporate attenuation and restricted flow rates of surface water from the site the final details of which would be subject to agreement via an appropriately worded condition attached to any approval.

TV Reception – The submitted survey concludes that the proposal is unlikely to affect TV reception or broadband connectivity. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

The Economy - The city centre is the region's economic hub, providing a strategic employment location, with a significant growing residential population. At present there is an undersupply of residential accommodation and therefore, it remains critical to ensure a strong pipeline of residential development. The impacts of COVID-19 are being closely monitored at a national, regional and local level to understand any impacts on the city's population, key sectors and wider economic growth. At the same time, growth of the city centre will be important to the economic recovery of the city following the pandemic. Although there may be a short-term slowdown in demand and delivery, it is expected that growth will resume in the medium long term.

It is not yet possible to predict the full impact of COVID-19 on the Greater Manchester economy. However, Government and Local authorities have already taken steps to help employers cope with the initial lockdown period. While in the short term it is likely to slow the growth in Manchester, in the medium term the city is well placed to recover and to return to employment and economic growth, coinciding with the delivery of this important residential scheme. The timing of construction works will also play an important role in supporting the construction sector to return to pre-lockdown levels of activity and this proposal would assist in continuing to support construction jobs in the City.

### Local Opinion

*Construction impacts* – Some concerns have been raised with regards to the construction impacts of the proposed development. It is acknowledged that a development of the proposed scale would give rise to impacts during the construction phase, these would be mitigate through best practice and mitigation provided through measures such as dust management. It is considered appropriate that further details are provided in the form of a Construction Management Plan. As such impacts during the construction phase can be mitigate against and would be temporary in nature, it is not considered that a refusal of permission could be sustained based upon construction impacts.

*Problems encountered with other phases of development* - A number of occupiers of phase 1 of the development have raised concerns with matters relating to their

development. The applicant is aware of the issues raised and it is understood have instigated a programme of works to rectify these.

*Loss of light, overlooking and loss of privacy* – The application site has been identified for high density residential development since 2005. In addition a building of 11 storeys was envisaged as part of phased development in a linear block fronting Old Mill Street and it's junction on Great Ancoats Street. Whilst these permissions expired in 2013 they set an indication of the likely form and scale of development. As part of the masterplanning for the development of this area the two blocks that formed Phase 1 were designed to acknowledge the future development of adjacent pieces of land. As set out within this report the distances between the proposed development and existing residential developments reflects the sites city centre , high density context and relationships between buildings within this area.

*Loss of privacy and overshadowing of outside amenity space* – The existing external amenity space developed as part of phase 1 is already subject to significant overshadowing and overlooking from the 21 storey block developed as part of that phase of development. The applicant has provided information relating to overshadowing which indicates that the proposed development would not impact on this space mainly due to its positioning outside of the sun path. The proposed building would have windows overlooking this space, this would be from a greater distance than the phase 1 buildings. It is not considered that the impacts on existing outdoor amenity spaces would be sufficient to warrant a refusal of the application proposals.

*Access Road* – The internal access road is unadopted, it is understood from the applicant that there have been instances of fly parking on this road. The management company for the Islington Wharf development has instigated management of this road including ticketing unauthorised parking. The road has had double yellow markings to also protect from fly and unauthorised car parking. MCC Highway Services have reviewed the submitted information and raise no objections to the proposals on highway impact grounds.

Conclusion - The proposal would see the final phase redevelopment of a prominent vacant brownfield site within one of Manchester's key regeneration areas. A total of 106 residential units would be created which will contribute to the City's residential growth strategy and help support neighbourhoods of choice by introducing additional residential accommodation. Careful consideration has been given to the siting, scale and appearance of the development to ensure it provide a high quality development along with minimising the impact on existing residents and is therefore considered to accord with national and local planning policies.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material

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

**Recommendation**      APPROVE

### **Article 35 Declaration**

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. This included the request of further information relating to the drainage scheme for the proposals and clarification regarding highway implications appropriately worded conditions are proposed.

### **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: 126669/FO/2020 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.

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

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

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

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

Drawings:

RYD 00 00 DR A 3000 REV P07 – LEVEL 00 – GA PLAN  
RYD 00 01 DR A 3001 REV P07 - LEVEL 01 – GA PLAN  
RYD 00 ZZ DR A 3002 REV P06 - LEVEL 02-06 GA PLANS  
RYD 00 02 DR A 3007 REV P07 - LEVEL 07-08 GA PLANS  
RYD 00 ZZ DR A 3009 REV P03 - LEVEL 09-10 GA PLANS  
RYD 00 11 DR A 3011 REV P07 - LEVEL 11 GA PLAN  
RYD 00 ZZ DR A 3012 REV P03 - LEVEL 12-15 GA PLAN  
RYD 00 R16 DR A 3016 REV P02 - ROOF LEVEL GA PLAN  
RYD 00 00 DR A 3500 REV P01 – SITE ACCESS

RYD 00 XX DR A 3600 REV P1 – STREET ELEVATIONS  
RYD 00 XX DR A 3605 REV P05 - GA ELEVATIONS 01 OF 02  
RYD 00 ZZ DR L 2101 REV P03 – LANDSCAPE MASTERPLAN  
RYD 00 XX DR A 3900 REV P1 - BAY STUDY - REFERENCE SHEET  
RYD 00 XX DR A 3901 REV P03 - BAY STUDY 01  
RYD 00 XX DR A 3901 REV P03 - BAY STUDY 02  
RYD 00 XX DR A 3904 REV P2 - BAY STUDY 04  
RYD 00 00 DR A 3511 REV P01 – Refuse Collection Strategy  
All received by the City Council as local planning authority on the 6<sup>th</sup> April 2020

RYD 00 XX DR A 3606 REV P06 - GA ELEVATIONS 02 OF 02  
RYD 00 XX DR A 3800 REV P02 – GA SECTIONS  
RYD 00 XX DR A 3903 REV P04 – BAY STUDY 03  
All received by the City Council as local planning authority on the 26<sup>th</sup> June 2020

Documents:

Air Quality Assessment prepared by Hydrock *ISW-HYD-XX-XX-Y-RP-2001-P02*  
Broadband Connectivity Assessment prepared by GTech  
Crime Impact Statement prepared by GMP Design for Security 2018/0767/CIS/02  
Version B  
Energy Statement prepared by Hannan Associates 3676-HAN-ZZ-XX-RP-MEP-003  
Issue 02  
Environmental Standards Statement prepared by Hannan Associates 3676-HAN-ZZ-  
XX-RP-MEP-004 Issue 02  
Planning and Consultation Statement prepared by Savills  
Television and Radio Reception impact Assessment prepared by GTech  
Noise Assessment prepared by AEC  
Ecological Assessment version 3 prepared by TEP  
Daylight and Sunlight report prepared by GIA Chartered Surveyors FIA No:0696  
Flood Risk Assessment prepared by Hydrock *ref: 10042-HYD-XX-XX-RP-FR-0001*  
Refuse Collection Strategy RYD 00 00 DR A 3511 Rev P01  
Framework Travel Plan prepared by Hydrock *ref 10042-HYD-XX-XX-RP-TP-6001-  
P04*  
All received by the City Council as local planning authority on the 6<sup>th</sup> April 2020

Ground Investigation Report prepared by Hydrock *ref: 10042-HYD-XX-XX-RP-GE-  
0002* received by the City Council as local planning authority on the 6<sup>th</sup> May 2020

Ground Condition Desk Study prepared by Hydrock *ref IW4-YD-XX-XX-RP-GE-  
0001\_Desk\_Study* received by the City Council as local planning authority on the 21<sup>st</sup>  
May 2020

Archaeological Desk Based Assessment prepared by University of Salford  
SA/2020/37 received by the City Council as local planning authority on the 8<sup>th</sup> June  
2020

Design and Access Statement prepared by Ryder received by the City Council as  
local planning authority on the 26<sup>th</sup> June 2020

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

3) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March – August 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).

4) Notwithstanding the flood risk and drainage strategy prepared by Hydrock stamped as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020:

(a) The installation of any drainage for the site shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- 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. The flood water should be routed away from the buildings and towards the less vulnerable areas i.e. open spaces, car parks and roads. 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.
- Hydraulic calculations of the proposed drainage system for the entire network;
- Construction details of flow control and SuDS elements

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)

5) 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 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).

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

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust Management Plan;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Routing strategy, vehicular access point, vehicular activity associated with construction and swept path analysis; and,
- Parking of construction vehicles and staff.
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

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

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

7) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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.

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

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

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

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

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

9) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement and Energy Statement prepared by Hannan Associates stamped as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020. For the avoidance of doubt the development shall achieve an overall a site wide reduction in CO<sub>2</sub> over Part L (2010) of the Building Regulations of a minimum of 25%. A post construction review certificate/statement confirming this 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.

10) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

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

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

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

11) (a) Notwithstanding drawing RYD 00 ZZ DR L 2101 REV P03 – LANDSCAPE MASTERPLAN as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020, prior to the first occupation of the development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification and size of trees) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

12) (a) Prior to the first occupation of the residential element of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to

achieve a rating level of 5 db (L<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 residential element 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. 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 minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

13) (a) Within three months of the commencement of development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network and surrounding commercial uses together with full details of the ventilation of residential accommodation shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation and ventilation 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.

(b) Prior to the first use of the residential element 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. 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).

14 (a) Prior to the first use of the commercial unit as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the L<sub>aeq</sub> shall be controlled to 10 dB below the L<sub>a90</sub> (without entertainment noise) in each octave band at the façade of the

nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63HZ and 125 Hz octave bands shall be controlled so as not to exceed (in habitable rooms) 47 and 41 dB, respectively.

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

(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. 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).

15) The waste management arrangements for the residential element hereby approved shall be carried out in accordance with the waste management profoma and Design and Access Statement and drawing reference RYD 00 00 DR A 3511 REV P01 as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020.

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

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

16) Prior to the first use of the commercial unit as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020 a waste management strategy and location of waste storage for the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

17) Prior to the first use of the commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020, 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 use of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial unit 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).

18) Prior to the first use of the commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020 a schedule of opening hours shall be submitted for approval in writing by the City Council, as Local Planning Authority. The commercial unit shall then be operated in accordance with the agreed hours of opening.

Reason – In the interests of residential amenity pursuant to policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26.

19) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for the commercial unit only:

- Monday to Saturday 07:30 to 20:00
- Sundays (and Bank Holidays): No deliveries/waste collections

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

20) The commercial unit, as indicated on drawing RYD 00 00 DR A 3000 REV P07 as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020, can be occupied as A1, A2, A3, and B1. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

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

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

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

22) 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.

23) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version B) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

24) Prior to the first occupation of the residential element of the development, a 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:

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

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

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

25) Prior to the first occupation of the development hereby approved the car parking layout as indicated on drawing RYD 00 ZZ DR L 2101 REV P03 as received by the

City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020 shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

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

26) Prior to the first occupation of the development hereby approved, the cycle spaces shall be implemented and made available in accordance with the approved drawings and documents as received by the City Council, as Local Planning Authority, on the 6<sup>th</sup> April 2020.

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

27) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatements removal of redundant crossovers shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved scheme shall be implemented and be in place within a timescale previously agreed in writing by the City Council as local planning authority.

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).

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). 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.

29) Prior to the first occupation of the residential element of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

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

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

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

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

**Highway Services  
Environmental Health  
Corporate Property  
MCC Flood Risk Management  
Strategic Development Team  
Greater Manchester Police  
United Utilities Water PLC  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit**

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

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

**Relevant Contact Officer :** Robert Griffin  
**Telephone number :** 0161 234 4527  
**Email :** r.griffin@manchester.gov.uk

