

Application Number	Date of Appln	Ward
125596/FO/2019	29th Nov 2019	Miles Platting & Newton Heath Ward

Proposal Planning Application for housing-led mixed use development comprising: a maximum of 410 new dwellings (Class C3); and , comprising Class E (Commercial, business and service) use , (maximum floorspace 744 sq.m GIA in total); recreation open space and landscaping; and associated access off Hulme Hall Lane, Varley Street and Iron Street, infrastructure provision and car parking

Location Land Bounded By Hulme Hall Lane, Varley Street, Iron Street, Coleshill Street And Rochdale Canal, Manchester, M40 8HH

Applicant ENGIE Services Ltd & Landcare (East Manchester) Ltd, C/o Agent,

Agent Mrs Rhian Smith, Avison Young, Norfolk House, 7 Norfolk Street, Manchester, M2 1DW

Site Description

The application site covers an area of approximately 6.4 hectares and includes the former Manox site (chemical dye factory). It is bounded by the Rochdale Canal (and associated tow path) grassed brownfield land and commercial /industrial uses to the north. To the south is Iron Street; this area to the south is largely residential and includes a play area. There are further residential properties to the west across Varley Street is Victoria Mill (Grade II * listed Building) which has been converted to residential use. To the east across Alan Turing Way there are commercial /industrial uses.

The topography of the site is predominantly flat but it does have some areas of mounding due to previous earthworks. It is regular in shape and is currently vacant industrial land, a former playing pitch and informal open space. This is grassed, with some trees in its corners and along the boundary with Iron Street. The former industrial element of site is secured by a mixture of boundary treatments including brick walls and piers and palisade fencing set above the wall between the piers, concrete post and panel fencing and palisade security fencing.

Access is currently provided from a number of points from Varley Street, Iron Street, Coleshill Street and Hulme Hall Lane. Primary access to the proposed development is to be provided via the existing A6010/Coleshill Street/Lord North Street signalised junction to the north-east and via Holland Street/Varley Street to the south-west. A spine road would run through the site connecting the two primary access junctions, and the alignment of the spine road has been designed to discourage through vehicle movements, with traffic calming measures to also be provided. The existing Coleshill Street connection with the A6010/Lord North Street signalised junction is to be amended as part of the proposals and controlled pedestrian crossing facilities are to be provided. The main spine road would connect with the existing alignment of Holland Street to the south-west of the site, which in turn connects with Varley Street

at an existing priority T-junction. The Danson Street/Holland Street junction would be amended so that Danson Street becomes the minor arm, giving way to movements on Holland Street.

Vehicular access is also to be provided via a number of connections with Iron Street to the south-east of the site, which would link through to the main spine road. A number of minor routes are to be provided to connect to the north-west of the spine road to provide access to the remainder of dwellings within the site.

The application site can be seen below:



The site is not located within a Conservation Area. The nearest listed building is Victoria Mill which lies approx.72m to the north west of the site , with the Corpus Christie Basilica (Grade II) on Varley Street 255m to the north.

Description

The proposal seeks consent for a housing-led mixed use development. It involves 410 new dwellings (Class C3) and 744sq.m of commercial floorspace comprising Class A1 (retail), Class A3 (restaurant/cafe) Class B1 (business/office use) , together with recreation open space and landscaping, infrastructure provision and car parking. Following recent changes to planning legislation, the Class A1 , A3 and B1 uses now fall within use Class E and the title of the application has been changed accordingly.

There would be a variety of house types ranging in size and design (2 bedroom 4 person, three bedroom 4 person , three bedroom five person and three bedroom six person houses) along with 107 apartments. All would meet the Council's approved space standards.

The development would include two blocks of apartments located along the south western boundary of the site adjacent to Varley Street, close to the junction with Holland Street , with a further two blocks fronting onto Hulme Hall Lane in proximity to Coleshill Street. The apartment blocks would be part four, part five, and five storeys in height. The rest of the site would then include the dwellinghouses, which would be either 2 or 3 storeys in height.

The layout would be in the form of a gird iron pattern of buildings with the majority of houses facing onto the street (some terraces facing the canal would face onto pedestrian routes which link to the proposed highways). Each would have a small rear garden and access to larger shared courtyard areas which would include some off street parking provision. These areas would be secured,

On street parking controlled by the use of permits is also proposed.

A range of different tenures are included, build to rent and affordable housing being delivered through a registered provider (One Manchester). Overall there would be 36 Shared Ownership, 34 Affordable Rent, 44 rent to buy and 296 Build to Rent

The proposed commercial floorspace would primarily be located at ground floor level within the apartment block fronting onto Hulme Hall, the café element of the scheme would be located at ground level facing onto the canal with a flat above.

As noted there would be a new highway network into and around the site, which would connect Hulme Hall Lane in an east west direction to Varley Street. Car parking has been provided at a provision of 310 parking spaces, 438 cycles spaces and 22 parking spaces for disabled users which are all included within the proposed development. Parking for the most part is in the form of on street bays and would be managed through a residents permit scheme.

Associated landscaping, boundary treatments, new highways with street trees, and significant site remediation is also proposed. The layout of the site incorporates seven key areas of open space each with its own distinct character but which would create a chain of practical and useable space for future and existing residents.

The scheme would also necessitate the provision of a number of substations within the overall site.

Consultations

This application was advertised on site on 17th December 2019, and in the press on 24th December 2019.

Community Consultation Event regarding the proposal held on July 2019, and a subsequent events held on the 10th and 12th October 2019.

Local residents – 9 emails raising objections have been received from 7 properties in the local area on Bradford Road, Holland Street, Brookhill Street, and Padstowe Street on the following grounds.

Loss of Open Space – the scheme would involve the loss of:

- The 100 year old Iron Street Park (not Saxon Saint Park). There is very little in terms of quantum of open space within the new proposals. Concerns were also expressed that the Council's estates team had not consulted separately on the disposal of the land as part of a wider exercise .
- An objection has been expressed in regard to houses being built on the football field. The resident is of the view that the field has been Covenanted and it was agreed with Manchester City Council that no houses would be built on it. The covenant states that this land should remain public open space.
- What happened to this land being gifted to the local people by the Pendlebury family who owned the tripe colony?
- How is the applicant and the city council (owner of this public space) making specific reference to the loss of this space?

Can these documents be clarified to specifically state that this open space is being lost?

If a council-owned community asset which is covenanted is being sold off, there should be a discussion around this with local residents? Shouldn't this consultation be separate from the developer-led consultation which will be pro-development? Why does the Open Space Assessment not refer to the additional Open Space requirement coming from the number of new residents from 400+ households who will need open space?

- Open space is needed for the health and wellbeing of the community.
- This is one of the last green spaces in Miles Platting and should be saved for children, dog walkers and footballers.
- Green spaces provide a vital service for the environment by absorbing air pollutants.
- This recreation area has been used for nearly a century for various activities and still in use today.

A resident has been in contact with Field In Trust , and is of the view this further reinforces the argument that the planning application's removal of existing open space, as well as the assumed, reduced open space provision will lead to an even smaller open space provision and is of the view that the development is against NPPF and Local Plan polices around Open Space provision.

Consultations timeframe

- Concerns were expressed that the original consultation period started on 17th December 2019 and as such fell over the Christmas period.

Ecology

- There will be lots of disruption to the wildlife and environment.
- Efforts need to be made to save as many trees as possible.
- This will destroy a lot of natural habitat and displace a wide variety of insects , birds and animals.
- The scheme will lead to the loss of trees.

Ground conditions

- The land is contaminated, the chemical companies who historically operated close to the development site Hardman & Holden, Manox and Degussa, so how can it be justified to build homes on the area.
- Concerns have been expressed in relation to the site investigation works and what toxins have been released to the environment in the vicinity, and what measures/testing have been implemented prior to excavation.

Traffic /parking

- Every part of Miles Platting is seeing houses being built , residents are struggling with traffic, more roads are not required.
- There will be 324 car parking spaces and access from Iron Street inappropriate as there are lot of children frequenting the park.

Scale of development

- The development is far too large for the site and will have a negative impact on the health of residents.

Air Quality /Noise

- The area is already subject to an unacceptable level of pollution and noise nuisance from previous developments at the Etihad and the Vermillion.
- The volume of traffic and associated levels of pollution is dangerous to the health of the community.
- Concerns are expressed that the construction will lead to significant noise which would adversely affect local residents working night shifts.
- A resident has expressed concerns over the safety of pets (e.g. cats) who wander around out doors, during the construction phase of the development, and what measures would be taken to ensure their safety.

Residential Amenity

- The resident feels that the proposed plan includes one house which would adversely affect the privacy of their home. Their issues are in relation to 'daylight, sunlight and overshadowing, 'overlooking or loss of privacy' and 'noise and disturbance'.

The height, positioning and the addition of a balcony on this type of house in line with their property will completely overlook the garden and diminish the privacy. There is also a high risk of this blocking daylight, sunlight and overshadowing the property. They request the three storey property be reduced in height..

The resident also seeks assurances from the council that there will be proper measures put in place for the management of -buy-to-rent' scheme, as they have previously experienced trouble with some individuals in rented housing in the area.. Marking such land specifically as buy-to-rent could lead to investors not caring about who is living in the neighbourhood. They request that the developer considers more affordable housing to allow more people to purchase in the neighbourhood that is developing.

One resident advises they have no objection to build on the brown field land of Holland Street school and the old dye works area

Re-consultation responses from local residents

Following a further consultation with residents 2 letters of objection were received which reiterated their earlier concerns.

Local Businesses – an email has been received raising concerns about the potential impacts to a local manufacturing business, and seeking clarity in regard to how close the proposed houses would be located to their family manufacturing business.

Highways Services -07.01.2020- Have advised that based upon the transport assessments provided, they consider that the proposed development would not have a severe impact on the operation of the local highway network and therefore does not raise any network capacity concerns.

The existing Coleshill Street connection with the A6010/Lord North Street signalised junction is to be amended as part of the proposals and controlled pedestrian crossing

facilities are to be provided which is supported by Highways. Advice in relation to highway specifications for roads which are to be adopted has been provided, including materials .

They have further advised that the proposed highway layout would necessitate the stopping up of part of the existing highway and have provided advice relating to the legislation to be followed and also in regard to undertaking works to existing highways .

The site is adjacent to a 20mph speed limit area and it would be necessary to incorporate the new estate roads into this zone thereby requiring a change to the traffic regulation order and street signs, and that traffic calming is incorporated within the scheme. The proposed traffic calming measures are acceptable to highways in principle.

Vehicle tracking was assessed to ensure that a suitably sized refuse vehicle can utilise the highway alignment to enter and exit the site in a forward gear .

Highways Services have noted the level of parking provision and recommend spaces on adopted streets (which include provision for four car club bays and four spaces for commercial use) are subject to weekday and Etihad event day permit parking controls, and this is funded through the development. Furthermore, a commuted sum is required to finance the future administration, enforcement and maintenance of this permit parking scheme.

They also recommend the introduction of double yellow line parking restrictions at junctions and on those areas of adopted road which are unprotected and would be susceptible to unwanted parking.

They have noted the number of proposed electric vehicle charging points (which equates to 30% provision) and advised this acceptable.

Given the extent of car ownership within this area coupled with a drive to reduce future dependency on motor vehicles, they consider the level of parking provision to be acceptable.

They have further advised that the level of cycle storage and the access for pedestrian and cyclists to the Rochdale Canal towpath. Communal waste storage is provided for all properties and each is located with consideration for ease of collection which is acceptable.

The submitted travel plan is acceptable from a highway perspective.

A condition to require a construction management plan is requested. In terms of gated courtyard entrances, Highways are satisfied with the proposed operational methodology.

It has been confirmed that any tree pit proposed on the adopted highway can be controlled via a suitably worded planning condition.

The applicant confirms the proposal to use PCC paving for adopted footways which is a non-standard (bituminous material) specification and would require a commuted sum for their future maintenance addressed through a S278 for non-standard material commuted sum.

Transport for Greater Manchester 28.04.2020- There are no comments required from TfGM in regards to the amendments.

The Canal and Rivers Trust – 20.01.2020 – Have made the following comments :-

Design & Layout – The grain and scale of the proposed development is considered to be generally appropriate in this canalside location. The use of gabled elevations to the canal is a positive detail and the approach to the corners is especially welcomed avoiding blank elevations towards the canal frontage. Landscape proposals are also broadly acceptable.

The change in level between the towpath and the proposed development is generally considered to be beneficial, potentially providing a heightened sense of defensible space for occupiers of waterside homes and providing an element of segregation between secondary roads and the waterway environment. The treatment of the mediating space between the two levels is critical to provide a positive interface between the canal and the development with arrangements for ongoing management and maintenance of this public realm needing to be confirmed. They note the proposed use of sheet piling retaining structures and reference to their finish and detailing being agreed with the Trust. They have no objection in principle to such an approach, but would ask for the submission of the detailed design and finish of all boundary treatments, including retaining structures and any necessary foundation details are secure by an appropriately worded condition.

In particular they would wish to see full details of measures to prevent parking along the line of the towpath in order to protect and enhance the character of the waterway corridor, and amenity of its users. They request that full details and finishes of measures intended to protect the canal corridor and its users from vehicles are secure by an appropriately worded condition.

Pollution

Given the sites known contamination and proximity to the canal, appropriate measures to prevent inadvertent pollution of the canal both during construction and post construction will be important. The submitted framework Construction Management Plan appears to indicate that the main pollution issues will be addressed through dust management , waste management and construction management plans ..

Structural Integrity – In order to safeguard the structural integrity of the canal the detail of the proposed foundations outlined in the Phase 2 Ground Investigation should be conditioned , and should include cross section of the proposed works relative to the canal.

Drainage - The Trust is not a statutory drainage authority and as such would need to agree any surface water discharge into the canal .The submitted FRA and Drainage Strategy indicates that soakaways are not considered to be viable due to high levels of contamination and that surface water discharge is proposed into Shooters Brook. They have no specific concerns regarding such an approach but would ask that full drainage details are secured by means of a suitably worded planning condition.

Ecology - They note that the applicant has submitted a report to support a Habitat Regulations Assessment which concludes that the development will have no significant adverse effect on statutory or non-statutory designated sites for nature conservation.

They advise that careful consideration will need to be given to lighting to avoid excessive light spill onto the canal corridor.

They note reference in the Design & Access Statement to Japanese Knotweed having been removed from the site.

Towpath Access - Access to the towpath from the site is currently restricted and the proposed creation of an improved access to the towpath from the site is

Canal Towpath Improvements – The Trust welcome the positive reference to an improved canal frontage and pedestrian and cycle priority route along the towpath set out in the masterplan. The canal towpath adjacent to the site forms part of Sustrans Cycle Route 66.

The Trust advise they are working with the City Council on the delivery of a towpath improvement scheme in the Ancoats area through the Mayors Challenge Fund. Works are currently due to be undertaken in Autumn 2020 and include the stretch of towpath adjacent to this site where a contribution towards improvements may otherwise have been necessary to mitigate the direct impact of increased usage arising from the proposed development. They would therefore welcome provision of or a contribution towards improved signage in and within the vicinity of the site to encourage the use of the towpath by future occupiers of the development and would welcome the opportunity to discuss this matter further.

Environmental Health - Have considered the application and recommend that in respect of the commercial uses , conditions relating to opening hours, delivery hours, fume extraction, and acoustic insulation be attached to any approval

In relation to the proposed residential element of the scheme, conditions are recommended in relation to acoustic insulation from noise from Duo Plastics, and traffic noise Hulme Hall Road and Varley Street.

In relation to the overall development conditions are recommended in relation to the submission of a construction management plan, external lighting details, refuse storage , air quality , acoustic insulation of external equipment.

Contaminated land matters

The site is the former Manox Chemical Works and surrounding land which is currently used as public open space. Previous land uses on and adjacent to the site have included a chemical works, a tar distillery, an aluminium works and textile manufacturing. The site does not lie within 250 metres of any known landfill sites, but is in close proximity to the Rochdale Canal and Shooters Brook and lies above the Upper Pennine Coal Measures.

The submitted desk study information has been examined and found to be adequate.

The site investigation and final risk assessment for this development have identified levels of contamination that will require remediation prior to the site being suitable for its intended use. A remediation strategy is required to be submitted for approval before the commencement of any remedial works on site. The remediation strategy also needs to consider the control of dust and odours from the remediation works as the site is bordered by some sensitive receptors (a primary school and houses)

Before any above ground works can commence on this site a supplementary Site Investigation and Risk Assessment Report (including a Human Health Detailed Quantitative Risk Assessment), together with a detailed Remediation Strategy, and Gas monitoring data needs to be submitted for consideration. After completion of site works, a verification report is required to validate that the work undertaken conforms to the remediation proposals received and agreed by this Section. These matters need to be conditioned.

A set of bespoke conditions to deal with the complex nature of the ground conditions at the site will be reported as a late representation.

The Coal Authority – Originally advised that they had substantive concerns in relation to the proposed development. The Coal Authority have now confirmed that the applicant had addressed their concerns and they have advised they have noted the further correspondence from the applicant's agent confirming their intention of undertaking further investigations to inform any necessary remedial measures, specific to recorded shallow mine workings. On account of the above the Coal Authority is now able to withdraw its objection, subject to the imposition of appropriate conditions relating to requiring site investigation works prior to commencement of development.

Furthermore, that in the event that the site investigations confirm the need for remedial works to treat the areas of shallow mine workings to ensure the safety and stability of the proposed development, this should also be conditioned to ensure that any remedial works identified are undertaken prior to commencement of the development.

A condition should therefore require prior to the commencement of development:

- * The undertaking of an appropriate scheme of intrusive site investigations;
- * The submission of a report of findings arising from the intrusive site investigations;
- * The submission of a scheme of remedial works for approval; and
- * Implementation of those remedial works.

In regard to Mine Shaft a condition should therefore require prior to the commencement of development:

- * The submission of a scheme of remedial works for the mine entry considered necessary for approval; to include a remediation strategy for the mine entry, including any foundation designs which may be required for building within influencing distance of the mine entry;
- * Implementation of those remedial works.

Flood Risk Management Team – 19.12.2020

Recommend that a condition relating to surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, to be attached to any approval. Furthermore, if there is no clear adoption policy in place to take over the proposed drainage system after construction, they recommend a further condition relating to the construction works and on-going maintenance also be conditioned.

United Utilities - Recommend conditions in relation to surface water drainage based on a Sustainable drainage scheme; the management and maintenance of Sustainable Drainage Systems; and that surface and foul water be drained on separate systems, are attached to any approval. In the event of surface water draining to the combined public sewer, they advise that flows must be restricted to 6 l/s.

Although water supply in the area is compliant with current regulatory standards, they recommend the applicant provides water storage of 24 hours capacity to guarantee an adequate and constant supply.

Furthermore they advise that a water main crosses the site, to which they need unrestricted access for operating and maintaining it.

They have also requested a further condition that 'No development shall take place until a Construction Risk Assessment Method Statement (RAMS) for construction of the proposed development, is submitted to and approved by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities on infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to this infrastructure.'

Greater Manchester Ecology Unit - Have advised that the site does not have substantive nature conservation value, but the regenerating tree cover is relatively extensive, and the site is adjacent to the Rochdale Canal Site of Biological Importance (SBI). The Canal is designated because it supports important populations of aquatic vegetation.

They advise there are landscape plans in place with extensive new tree and shrub planting which ought to go some way to compensate for the tree losses. Conditions are recommended to be attached to any planning approval to ensure that removal of or works to any hedgerows, trees or shrubs should not take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests; that any Construction Environmental Management Plan prepared for the development must include specific measures to prevent pollution of the adjacent Canal; and that an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of invasive plant species on site prior to the commencement of development (including ground works and vegetation clearance).

GMAAS – Advise that the application is supported by an historic environment desk based assessment (DBA) , and this assessment meets the requirements for such a study as set-out in the National Planning Policy Framework 2019 (189) and GMAAS accepts the report as submitted. The DBA concludes that whilst the site retains a distinct archaeological potential in selected areas the levels of contamination are sufficiently high to raise serious health concerns regarding intrusive investigation and recording.

Instead, it is proposed that an archaeological watching brief be maintained during the decontamination works targeting the areas with an identified archaeological interest. Within such an approach it is assumed that any remains exposed would be subject to a basic level of archaeological recording.

GMAAS agrees with the DBA's conclusions and recommendations. GMAAS recommends that a condition is placed upon the planning consent requiring that arrangements are made for an archaeological watching brief to be maintained during groundworks. Furthermore, before any groundworks commence the appointed archaeological contractor should produce a Written Scheme of Investigation for the watching brief for agreement with GMAAS. It should detail how the watching brief will be undertaken including agreed protocols for the protection of the archaeological staff. It should identify discuss the arrangements for the investigation and recording of archaeological remains. It should also identify which areas of the site will be subject to the watching brief.

GMAAS advise that they will monitor the implementation of the archaeological works on behalf of Manchester Planning Authority.

Aboricultural Officer - Any significant comments will be reported to committee.

Design for Security –The content of the Crime Impact Report does go some way to address the potential crime and antisocial behaviour issues that are associated with a development of this nature and they have said that the report is satisfactory in this regard.

The current submitted report does lack detailed information around proposed safeguarding measures to be included such as suitable security rated doors, windows, boundary treatments etc, which should be included to display the physical security specifications required for a development of this nature.

If the report is to be approved a condition should be added to require the submission of the physical security specifications required for a development of this nature, when they are available.

Greater Manchester Pedestrians Society – Any comments will be reported to committee.

Sport England – Several sets of comments have been received. Sport England originally advised that the occupiers of new development, especially residential, will generate demand for sporting provision, and that the existing provision within an area may not be able to accommodate this increased demand without exacerbating existing and/or predicted future deficiencies. Sport England therefore consider that new developments should contribute towards meeting the demand that they generate through the provision of on-site facilities and/or providing additional capacity off-site.

Sport England wishes to support the Council's intention to continue working with the applicant in order to address the issue of accommodating the additional demand for sport arising from the development. They understand the contribution may be reduced, or worst case eliminated completely, based on the outcome of a revised Viability Assessment. To aid discussions for an appropriate contribution they have forwarded costing for the provision of outdoor sports provision (for both a natural turf pitch and an artificial grassed pitch) , and indicative contribution costs for indoor sports based on visits to sports halls and swimming pools as a starting point and reviewed in accordance with the Viability Report:

If the Viability Report concludes a sports contribution can be made, then once the applicant, after consultation with the LPA and MCRAActive, has established how best to provide the additional capacity, a more accurate cost analysis should be undertaken based on works required at specific sites. The cost analysis can inform the requirement for a commuted sum.

Environment Agency – Interim response

Upon review of initial reports formally submitted in regard to this development by the applicant/agent it was deemed by the Environment Agency (EA) and Manchester City Council's (MCC) Environmental Health Department that, given the extensive significant contamination identified on-site, further key information would be required prior to any subsequent conditional planning approval being considered possible. This was to provide, as a minimum, confidence and assurance that the development site can be safely remediated and re-developed.

In parallel with this planning application, the EA have been providing advice to the developer's planning team and their environmental consultants to explore further, the site investigation and remedial requirements for the protection of controlled waters associated with the proposed development.

As part of the separate pre-planning submission work noted above, the applicant and their environmental consultants have produced the following report which has been reviewed by the Agency.

- Contaminated Land Site Characterisation Assessment – Former Manox Works – Report Ref: 13-887-R4-1 - Prepared by e3p on the behalf of Engie Ltd – Dated 31/07/2020

In line with their planning remit, they have reviewed the report noted above to understand the risks (and their significance) to controlled waters as a result of the known historic site legacy and the development proposal, and recommend that the position of MCC's Environmental Health Department is sought separately.

Having reviewed the characterisation report noted above, the Environment Agency are satisfied that sufficient work has been undertaken to enable the strict conditional approval of 125596/FO/2019, for matters associated with the protection of controlled waters. These conditions are to be determined and will be issued under separate cover.

Through their review of the report , the Environment Agency observed and noted that additional work would still be needed to develop a technically detailed and robust remediation strategy, and that this may also require, further additional ground investigation, detailed risk assessment and validation to be undertaken.

Cadent - Have advised there is apparatus that has been identified as being in the vicinity of the proposed works :

High or Intermediate pressure (above 2 bar) Gas Pipelines and associated equipment at Bradford Road which has a building proximity distance of 8m

Low or Medium pressure (below 2 bar) gas pipes and associated equipment. As a result it is highly likely that there are gas services and associated apparatus in the vicinity, which has a building proximity distance of 3m.

This information has been forwarded to the planning agent .

Policy Context

National Planning Policy Framework (2019)

The revised NPPF was adopted in early 2019. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below.

The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

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

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is

needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 59).

With regards to affordable housing, paragraph 64 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 91). This section states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless: an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or the development is for alternative sports and recreational provision, the benefits of which clearly outweigh the loss of the current or former use (paragraph 97).

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 103). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

Within this context, applications for development should:

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

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

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

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area’s prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 122).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

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

Planning decisions should ensure that developments:

- a) 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;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning 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, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 130).

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

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

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

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

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

- the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and

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

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

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

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

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

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

NPPF defines designated heritage assets as: 'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'.

The proposal lies approximately 72m from a Grade II* listed building (Victoria Mill), and is separated from it by a highway and car park associated with the mill.

Reference is made to the above as context to the proportionate consideration of the issues concerning consideration of a designated heritage asset.

NPPF adds that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragragh197).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;

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

The Development Plan

The Development Plan consists of:

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

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

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

Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on local residents along with promoting a high quality design and new public realm and linkages.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes, including regular bus services. The scheme incorporates the provision of cycle storage and electric charging points , with the infrastructure to enable the provision of further electric charging points in the rear courtyards in the future. It is considered that the scheme would accord with the aspirations set out in policy T1.

Policy T2 ‘Accessible areas of opportunity and needs’. It is considered that the proposed development is in a sustainable location and is close to forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy H1 ‘Overall Housing Provision’ states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this brownfield site would accord with policy H1.

The development will form a medium density residential scheme within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the design, siting and scale of the apartment buildings on the main road frontages and family housing along with prioritising the re-use of these previously developed sites. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 2&3 bed houses (303 in total), and 1,2 &3 bed flats (97 in total). There would also be 10, 1 bedroom 2 person flats above 10 of the proposed houses. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard floorspace requirements.

Policy H2 ‘Strategic Housing Location’ states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre, identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits. This site is a strategic housing location and the delivery of development will help the delivery of the adopted core strategy objective. This site is allocated as a SHLAA site (ref: Iron Street Anco_Cap_028) with a suggested capacity of 400 dwellings.

Policy H4 ‘East Manchester’ will be the focus for 30% of new residential development over the plan period, with priority given to high quality development and provision of family housing. Higher density housing will be permitted in certain areas of East Manchester, including Gorton district centre when part of a mixed-use scheme. The proposed development would accord with policy H4 by facilitating the delivery of a wide range of new affordable accommodation consisting of good quality family houses and 1, 2 and 3 bedroom apartments , 4 studio apartments, along with 2, and 3 bedroom family houses as part of a wider regeneration of the Miles Platting area.

Policy H8 ‘Affordable Housing’ states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed housing will be of an affordable tenure, providing a mix of build to rent, and shared ownership and rent to buy properties increasing access to new affordable homes in the East Manchester area. Further details will be provided in the main body of the report in this regard.

Policy EN1 'Design principles and strategic character areas'. The proposed development is considered to be a good quality scheme in terms of its design and appearance that would enhance the regeneration of this area of the City. The matter of design quality will be discussed in more detail in the Issues section of the report below.

Policy EN3 'Heritage' states that proposals for development must preserve or enhance the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled ancient monuments, listed buildings, registered parks and gardens, conservation areas and archaeological remains. The proposed development site contains no heritage assets and is not located within a Conservation Area. However, Victoria Mill (Grade II*) listed building lies on the opposite side of Varley Street approximately 72m from the site at its closest point, and an assessment on the setting of this building forms part of this application and will be considered in detail below.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies.

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The application has been submitted with an Energy Statement which outlines that consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low. The scheme would also include the incorporation of Air Source Heat Pumps and Photovoltaic panels to further reduce carbon emissions from the proposed development.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Due to the existing use of the site, there is existing green infrastructure currently at the site, however this overlies contaminated land. The proposed development would involve the remediation of the site, and enable opportunities to create improved areas of green infrastructure as part of the development proposals in the form of well sized amenity spaces, and landscaping.

Policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities' outlines that the Council will seek to retain and improve existing open spaces, sport and

recreation facilities. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or the site has been demonstrated to be surplus for its current open space, sport or recreation function or the development will be ancillary to the open space, sport or recreation facility and complement the use or character. The parts of the southern section of the site to the south of Coleshill Street fall within the City Council's Open Spaces Audit of 2009, and are referenced as Amenity Greenspace. The issue of the loss of the former pitch and open space is covered at length in the report below.

Policy EN11 'Quantity of Open Space, Sport and Recreation' is also of relevance in that the Council will seek the provision of new open space, sport and recreation facilities, in particular where there is a quantitative shortage of a particular use per head of population, including any increase of population created by the new development is identified in the area; or significant levels of development are proposed including within the Strategic Housing Location. The assessment of the scheme in relation to this policy is discussed in detail within the Issues section of the report below.

Policy EN14 'Flood Risk' development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water runoff and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15, 'Biodiversity and Geological Conservation', requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The application site is not considered to be of high value in ecology terms and appropriately worded conditions have been recommended to protect any nesting birds and provide ecological enhancement through the development.

Policy EN16 'Air Quality' The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases. It is also proposed to install electric vehicle charging points at the development for the future occupants to use.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking. The proposal also meets the City Council's space standards.

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 DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

The proposal meets City Council spaces standards and will be accessible for all residents of Manchester. A total of 41 homes are shown as being able to be occupied by wheelchair users. This is 10% of the total number of dwellings in the scheme.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to

minimise the impact on future residents from existing noise sources adjacent to the application site and further mitigation will be secured by planning condition.

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

Other material policy considerations

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

Providing for Housing Choice - Supplementary Planning Document & Planning Guidance

This document provides guidance about the mix of new housing required in Manchester, and seeks to deliver affordable housing provision. Paragraph 5.58 outlines where there may be exceptions to providing affordable housing within a proposed development. This criteria includes where the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability. The applicant has submitted a viability assessment in order to demonstrate that whilst the proposed development would not be viable if affordable housing is a requirement as part of the proposed development, 28% affordable housing would be delivered through a registered provider (housing association) through grant funding. This has been assessed by appropriate officers who have subsequently advised that on the basis of the figures supplied by applicant at the present time, it would be difficult to substantiate affordable housing for this scheme.

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

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. There are four objectives in order to achieve this vision:

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

East Manchester Strategic Regeneration Framework (2008 – 2018)

The SRF sets out a number of strategic objectives and frameworks for East Manchester, which covers Miles Platting. The site is identified within the SRF as a mixed residential commercial area and mixed residential retail area.

Eastlands Regeneration Framework (March 2019)

The framework builds on the East Manchester SRF and identifies Miles Platting as an area for residential growth to broaden the area's housing offer as well as increase the provision of affordable housing.

Other legislative requirements

Section 66 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 149 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.

Section 17 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

Publicity

The proposal, by virtue of the number of residential units, has been classified as a large scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News). Site notices were displayed at various locations around the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses on 17th December 2019 , and 15th April 2020.

Environmental Impact Assessment

The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken. The proposed development is of a type listed in Schedule 2. The EIA Regulations state that the proposed development may be considered to be Schedule 2 development under Category 10, 'Infrastructure Projects', of the EIA Regulations. Sub-section (b) relates to 'Urban development projects', where the area of development exceeds 5 hectares. The Site is 6.4 ha and exceeds the 5 hectare threshold set out in Schedule 2 10 (b) of the EIA Regulations.

Furthermore, 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. At an overall area of 6.4 ha and the proposed creation of 410 residential units, the development exceeds the threshold of 1 hectare of urban development and the threshold of 150 units (i) and exceeds the 5 hectare in overall development area as specified by part (iii). Therefore, this planning application was accompanied by a Screening Request for the City Council to respond to.

A Screening Opinion was therefore, issued by the City Council on the 30th December 2019. In coming to a formal opinion on whether an Environmental Impact Assessment (EIA) was required to support the proposed development, Manchester City Council, as Local Planning Authority, took into account all of the information contained within the planning application including the site location plan, accompanying plans and all the supporting information.

It was considered that the potential impacts from a development of this nature that required assessment were Visual; Ecology; Traffic; Air quality; Daylight and sunlight; Surface Water Drainage; Land contamination; and Noise/dust/emissions from construction and operations of the development. A full assessment of all of these potential impacts was completed and it was concluded that this development would have some impact on the surrounding area. However, it was judged that these would not be significant and so would not warrant a formal Environmental Impact Assessment. Therefore, the opinion of the City Council, as Local Planning Authority, was that an Environmental Impact Assessment was not required in this instance.

Climate Change

Climate change is a key factor in the consideration of the proposed development, and key issues, including air quality, flooding and environment standards are considered in detail in the following sections.

Principle of Development

The application site is located within the Miles Platting & Newton Heath ward of the City, as allocated on the Proposals Map contained within the Manchester Core Strategy (2012). Policy SP1 states that the emphasis should be placed on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. This area of the City is a focus for the provision of new residential accommodation on areas of previously developed land.

It is considered that the most important policies for determining this planning application relate to the delivery of housing, the safeguarding of open space, sport and recreational facilities and heritage.

The provision of an additional 410 units of accommodation, including a proportion of affordable housing, would further boost the supply of much needed new homes in the City in a location, where new housing remains a priority for the City Council.

The application site comprises the site of a former chemical dye works, a playing pitch and informal open space. Therefore, the application site is classed as a part brownfield site and as such, the development does accord with the principles of Policies SP1, H1 and H4.

Whilst the principle of the development is considered to be consistent with the planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following specific policies and material considerations and determine whether any undue harm will arise as a consequence of the development.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City.

The proposal includes a mix of house types and sizes and a mix of tenures which would support the Council's residential growth strategy in addition to meeting the NPPF requirements.

The homes have been designed to meet the Council's clear design aspirations and requirements as set out in the Residential Quality Guide. This includes the provision of gardens, balconies, apartment amenity spaces to support place making.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate.

Examples of these circumstances are set out in part 4 of Policy H8.

The application has been accompanied by an Affordable Housing Statement, which outlines that the viability of the scheme has been considered in line with best practice and as such a Viability Assessment is submitted for consideration. There are complex ground conditions which impact on viability and it has been demonstrated that in itself the development could not support affordable housing.

The applicant has, however, been able to agree the provision of affordable housing with One Manchester Housing Association. This would deliver 114 (28%) affordable housing units to comprise 36 Shared Ownership properties, 34 Affordable Rent properties and 44 Rent to Buy properties.

Rent levels for the affordable rent units would be set at up to 80% of market rent, but no higher than local housing allowance. Shared Ownership dwellings would be disposed of to purchasers who meet the Homes England eligibility criteria as set out in the Capital Funding Guide. Purchasers would be able to purchase between 25% and 75% of the full market value of the property.

The applicant would deliver the homes on behalf of One Manchester. They would then be transferred to the housing association at a discounted rate of market value.

The design of the overall proposal is such that it would be tenure blind both in terms of the house type design and the style and quality of boundary treatments and soft / hard landscaping proposed. To support One Manchester's future management of the new homes the units would be largely co-located.

A condition is recommended to ensure the delivery of the affordable homes. A degree of flexibility in relation to the final ratios of shared ownership, affordable rent and rent to buy would be factored in if housing needs over the implementation of the permission

A legal agreement with the Local Planning Authority would also be entered into, for retesting/reconciliation in future.

The delivery of new homes, the mix of tenures and the partnership with One Manchester is welcomed.

Siting / Layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.



As noted the main pedestrian entrance to the apartment buildings would be from Hulme Hall Lane, and from the new spine road in relation to the blocks which would front onto Varley Street to provide open and active ground and upper floors, achieved through large window openings and balconies. The apartment blocks are close to the western and eastern edges of the site to create the focal points at junctions. The apartment blocks fronting onto Hulme Hall Lane have retained green spaces at the front and around the buildings that would provide amenity space for the future occupants, with some secure car parking to the rear, along with spaces for refuse stores and secure cycle storage within the buildings.

The majority of the properties have a street frontage; there are a variety of treatments to the front of the properties throughout the scheme which will add character. There are three blocks of terraces which would front the landscape pedestrian route adjacent to the canal which will maintain active frontages and surveillance along its length.

The proposed development would comprise four character areas:

- The Canal Frontage: an area characterised by the existing canal towpath
- The Industrial Mews: taking themes from the former industrial character of the area. The area covers the proposed mews and the homes along this pedestrian route.
- Holland Street: the main route through the site which is flanked by green space.
- Iron Street: the character of this area responds to the existing buildings to the south, creating a traditional, residential street.

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed landscaping dominate the street scene. There would also be the provision of on street parking in the form of bays which would be subject to control by a permit scheme for the future occupiers to ensure that the space would not be used particularly by visitors to the Etihad Stadium (which is in walking distance). This matter is dealt with in more detail later in this report.

Existing housing is to the south - Holland Street and Iron Street and to the west of Danson Street. The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable. The development would also successfully integrate with the wider area.

The siting and layout of the development maximises the relationship with the surrounding road network and is fully in keeping and integrated with the area.

Scale / Massing

Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of a mixture of 2 storey housing, Victoria Mill (6 storeys), a 12 storey tower block of flats on Wardle Street (Queensbury Court) , and single and double height industrial /commercial buildings in the vicinity of Hulme Hall Lane. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses would be two and three storeys in height to compliment the scale of the existing houses around the application site (the recently constructed housing to the south west comprising a mix of 2 and 3 storeys) and the apartment buildings would be part 4, part 5 , and 5 storeys in height to form the frontages to Hulme Hall Lane and Varley Street to the edges of the development.

Clusters of three storey houses have been located around the perimeter of the larger green spaces to frame the space or are located on key corners to highlight entrances into the site.

This successfully enhances the feeling of the blocks stepping up to mark the Varley Street and Holland Street intersection, and the new spine road and Hulme Hall Lane junction and produce a varied and interesting design.

The proposal responds appropriately to its context fronting two main roads where buildings of height are considered to be more acceptable .The taller elements of the scheme have been placed towards the main road frontage and kept away from the lower neighbouring buildings wherever possible to reduce the impact on these properties.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area along with a good quality design that will activate this site frontage along a main radial route in the City.

Design Quality and Appearance

The properties have been designed to complement and enhance the existing environment. A simple, traditional elevational theme is proposed using a variety of high quality materials which, when used in conjunction with variations in building height, provides the scheme with a distinctive character of its own. The predominant materials used in the existing houses in the area around the site are red brick with blue and white render with grey roof tiles. The proposed materials take themes from this.

The frontage to Hulme Hall Lane, Varley Street, Holland Street and Iron Street would look to compliment this existing character in regard to the development. For the most part properties would comprise brickwork with tiled roofs, but within the site, cladding is also proposed to give an impression of an industrial mews. The final detail of the materials is recommended to be subject to a condition.

The appearance of the development would be a good quality façade to the surrounding streets and this main radial route in the City. The simple arrangements of the elevations along with the quality and use of materials, position of the building on the site and its scale, will enhance the setting of the site and contribute to the ongoing regeneration of the area.

A number of CGI's are set out below:





Residential Amenity

The site lies within an established residential area and consideration has been given to any potential impacts. It is inevitable given the current nature of the site there would be a demonstrable change, however, it is not considered this would be such to cause harm.

Visually as noted above this is a well-designed scheme which is fully in keeping with the wider area. Some concern has been raised about height (2 and 3 storeys), positioning of the properties, the addition of a balcony on a particular house type and the potential for loss of daylight, sunlight and overshadowing of properties. The relationship between the proposed and existing development is such that these issues would not arise.

There would be some increase in traffic but again this would not be such that it would cause harm.

It is possible there would be some impact from the work to de-contaminate the site and through construction. These phases would be managed and would be short term.

Commercial floorspace

The proposal includes a modest amount of commercial floorspace to support local needs. The majority of this would be located at ground level in the proposed apartment block facing onto Hulme Hall Lane, this is shown as forming 2 individual units. In addition there would be office accommodation at ground floor level to form the Build To Rent hub which is located with a block facing the spine road centrally located within the wider estate, and a small cafe/restaurant facing onto the canal.

Due to the amount of commercial development and its functions this would have no impact on existing provision in the wider area and is a welcomed component of the scheme.

Highway Related Matters and Car Parking

The development includes the provision of 332 car parking spaces, spread across the site, in the form of secure spaces within courtyards and layby parking on streets.

A number of streets adjacent to the site including Holland Street and Iron Street are located within Controlled Parking Zone E8, which is operational on event days at the Etihad Campus. The spaces on adopted streets within the site could form part of a new CPZ, with the exact timings subject to agreement with the City Council. Enforcement in relation to the spaces provided on un-adopted streets, would be managed privately.

A commuted sum would need to be agreed as part of a section 106 legal agreement to finance the future administration, enforcement and maintenance of this permit parking scheme. A condition is also proposed regarding the proposed highway works.

The level of parking proposed is considered to be acceptable particularly given the access to public transport and the site's sustainable location.

42 private parking spaces within courtyards would be supplied with an electric charging point, with the remaining courtyard spaces benefitting from imbedded ducting to enable electricity supply for installation of additional chargers in the future. It is proposed to attach a condition relating to the delivery of electric charging points.

107 cycle spaces are proposed for the apartments, 303 spaces for houses and 28 spaces for visitors giving an overall provision of 428 spaces across the development as a whole. It is recommended that this aspect of the scheme is conditioned.

Furthermore, a number of measures to encourage travel to and from the site by sustainable modes are contained within the site Travel Plan. It is anticipated that this would also help to reduce car parking demand.

Primary access to the proposed development is to be provided via the existing adjacent highways. A spine road would run through the site connecting the two primary access junctions, and the alignment of the spine road has been designed to discourage through vehicle movements, with traffic calming measures to also be provided. The existing Coleshill Street connection with Hulme Hall Lane is to be amended as part of the proposals and include a controlled pedestrian crossing, and the new estate roads will need to be traffic calmed to link into adjacent sites. It is proposed that these aspects of the scheme are conditioned.

In relation to traffic flows it is expected that the proposed commercial uses would generate a negligible number of vehicle trips, and that the scheme as a whole would not give rise to significant traffic issues.

There are a number of proposed highways, and footways within the site which the applicant does not want to seek to be adopted. The on-going maintenance of these is considered in more detail later in this report.

The estate layout has been designed to accommodate the larger refuse vehicles used in Manchester.

Furthermore, it is proposed that the finalised design of any tree pit proposed on the adopted highway be controlled via a suitably worded planning condition.

Overall, it is considered that the development would have an impact on the local highway network, however this is not considered to be significant. There would be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Ground Conditions

Factual Ground Investigation reports, Interpretative Phase 2 Ground Investigation reports, a preliminary remediation strategy and a Remediation Method Statement have been submitted in support of the planning application, together with a Preliminary Controlled Water Risk Assessment .

The complex ground conditions at the site, in particular the site of the former chemical dye works, have been the subject of detailed discussions with the Environment Agency and Environmental Health officers. Following earlier discussions additional reports to support the application, in respect to land contamination and associated remediation have been received

- Remediation & Enabling Earthworks Strategy (including Human Health Risk Assessment)
- Controlled Waters Risk Assessment

The site investigation and final risk assessment for this development have identified levels of contamination that will require remediation prior to the site being suitable for its intended use. A remediation strategy is required to be submitted for approval before the commencement of any remedial works on site. The remediation strategy also needs to consider the control of dust and odours from the remediation works as the site is bordered by some sensitive receptors (a primary school and houses).

Before any above ground works can commence on this site, a supplementary Site Investigation and Risk Assessment Report, together with a detailed Remediation Strategy, and Gas monitoring data needs to be submitted for consideration. After completion of site works, a verification report would also be required to validate that the work undertaken conforms to the remediation proposals received. These matters need to be conditioned.

In relation to impacts to Controlled Waters, impacted groundwater has the potential to migrate laterally in a downwards gradient towards nearby controlled water receptors including the Rochdale Canal and Shooters Brook. Moreover, onsite drains may provide a potential pathway for contaminants to migrate. Controlled water receptors are therefore deemed to be at a high risk to onsite contamination. Surface water samples collected upstream and downstream of the Rochdale Canal, which were shown to contain contaminants, which may indicate that the canal has been impacted by contaminants laterally migrating from the site. The presence of cyanide is indicative of potential for a hazardous substance entering a protected surface water feature necessitating remedial action. Given the close proximity to Rochdale Canal and Shooters Brook, the report recommends that a detailed quantitative risk assessment will be required. This would need to be assessed by the Environment Agency and would need to form part of any bespoke planning conditions relating to controlled waters at the site.

The current ground conditions have the potential to impact on controlled waters and it is clear the submitted documentation demonstrates an understanding of what may be present below ground. It is recommended, however, that detailed bespoke planning conditions are attached to any approval to require further works to be undertaken in regard to impacts to controlled waters, before the commencement of any house building on the site, and the submission of final verification assessments, in order to comply with policy EN18 of the Core Strategy.

These conditions are currently being finalised and will be circulated as a late representation.

Mine workings

The site has a mine entry and areas of shallow coal workings. The intention is further investigations to inform any necessary remedial measures, specific to the recorded shallow mine workings is to be carried out. On the basis of these intentions, the Coal Authority raises no objection subject to the attachment of appropriate conditions.

The conditions relate to requiring site investigation works prior to commencement of development, and that in the event that the site investigations confirm the need for

remedial works to treat the areas of shallow mine workings to ensure the safety and stability of the proposed development, this should also be conditioned to ensure that any remedial works identified are undertaken prior to commencement of the development. Furthermore in relation to the Mine Shaft a condition is recommended to require the submission of a scheme of remedial works for the mine entry. It is recommended that these conditions are attached to any approval.

Additional Sports Provision

Initial comments from Sport England were based on the potential need for additional sport facilities to support the development. This is a standard response from Sport England on many new developments although there is no specific policy basis for requiring such. Further discussions have led to Sport England withdrawing their original non statutory comments.

It is acknowledged that the development would lead to the loss of a former playing pitch. However, this has not been used for in excess of 10 years, and was impacted by the underlying contaminated ground conditions. Furthermore, the former pitch site is not referenced in the Open spaces Audit 2009 as an open sports field , but as Amenity Green Space, which reflects that it was not in use as a sport field/pitch at that time.

A proportion of any land receipt received for the disposal of the site in Council ownership would be ring fenced for spending on other appropriately identified sport and leisure facilities within the wider area. This aspect of the scheme would be dealt with by the development agreement rather than by forming part of a section 106 agreement.

Loss of open space

Part of the site to the south of Coleshill Street has been designated as Amenity Greenspace.

Although this would be removed , the proposal would create five new spaces with their own distinctive character in association with their location within the wider site. Each of the proposed areas has been designed as a high quality green space , and includes play spaces, woodland planting, swale depressions , and water attenuation basins, which contribute to the SuDs strategy, and would provide a diverse range of habitats and ecozones, together with planting beds to allow for community participation and horticultural education. The proposals also include improvements to the towpath which will enhance this area as an amenity area and will encourage the use of the canal for active transport and recreation.

It is acknowledged the quantum of public open space would be reduced, but in mitigation the quality and usability of the space would be significantly enhanced with a varied and high quality play and public open space across the site.

Furthermore , the site sits near multiple outdoor green amenity spaces, mainly to the north and west and there are also play and sport facilities within a ten-minute walk from the site such as Victoria Mill Park's MUGA and play area, Saxon Saint Park's play area and Phillips Park's MUGA and play area. There are also green spaces in

the wider area at Victoria Mill Park, Phillips Park and Village Park, within 800 metres from the site.

It is considered in the context of the above and also the significant benefits of the scheme, that any harm is clearly outweighed by the public benefits of the scheme.

Landscaping and amenity space /boundary treatment/public realm

In addition to the above, the proposal would lead to the provision of a variety of green outdoor amenity spaces across the site to ensure outdoor amenity is located close to the proposed houses and apartments.

Where possible the existing mature trees along Iron Street and Hulme Hall Lane would be retained to create a buffer from the busy road; to create a north-south green connection linking Saxon Saint Park with Rochdale Canal ; to provide outdoor green spaces in key locations across the site, and to undertake improvements to the Rochdale Canal towpath. The proposed landscaping would incorporate swales and attenuation basins to contribute to SUDs strategy.

The Landscape Masterplan submitted shows how the scheme would provide compensatory planting and an overall net gain in the number and quality of trees on the site. This can be seen on the plan below:



The landscape design includes tree lined streets and planting to define the private and public spaces.

All houses would be provided with usable rear gardens, or first floor roof gardens in regard to the properties fronting onto the industrial mews that would allow future residents to augment the public realm landscaping. All of the public realm

landscaping and areas of amenity space for the apartment blocks would be managed and maintained by a management company.

Whilst all the residential units in the scheme are being acquired by either the build to rent investor or the registered provider, there are a number of common parts to the estate and shared infrastructure that both parties will require rights over, including non-adopted roads, footpaths and public open spaces. These areas would be managed by an Estate Management Company, that would be controlled by the build to rent investor and the registered provider, who are collectively acquiring all 410 residential dwellings and the commercial units between them.

The hard landscaping proposals for the site also include the provision of varied boundary treatments around the site to ensure that the clear and well defined public and private spaces. The plans show mix of boundary treatments consisting of brick walls, or brick planters along road frontages, with taller boundaries to rear gardens.

Indicative landscape proposals have been submitted due to the potential for pre-existing ground conditions in some areas to have an impact the final planting designs. It is therefore recommended that all soft and hard landscaping treatment proposed for the development are subject to conditions, requiring their submission for consideration and including on-going maintenance.

Trees

There are 75 individual trees, 6 groups of trees and one 'woodland' on the site 56 individual trees and 5 groups of trees have been identified for removal together with 0.65 hectares (1.61 acres) of woodland (W1).

The proposed development, however, would enable the retention of 20 trees This development proposal as noted would also include new areas of Public Open Space (POS) equalling approx. 0.45 ha (1.1 acres), which provides an opportunity for new tree planting, in addition to street and garden tree planting. In accordance with the design/layout the development incorporates a significant amount of new tree planting, a net gain of approx. 507 individual trees (depending on ground conditions).

Habitat Regulations and Ecology

The results of the ecological survey indicate that the proposal would have no significant adverse effect on statutory or non-statutory designated sites for nature conservation either on the basis of the proposed development or in combination with other developments in the local area.

The site lies adjacent to the Rochdale Canal Site of Biological Interest (SBI) and the Rochdale Canal Special Area of Conservation (SAC) lies approximately 3 kilometres north-east of the site. Both these sites hold their designation for the presence of Floating Water-plantain (a European Protected Species) and diversity of other aquatic vegetation. In addition, canals and Floating Water-plantain are listed on the Greater Manchester BAP. However, no Floating Water-plantain was detected at the surveyed section of the canal adjacent to the site. Consideration however, must be given to the potential for any development to overshadow the Rochdale Canal and potential adverse effects on the canal vegetation. It is considered that the scale and massing of the properties which lie to the south of the Rochdale Canal, which are

primarily two storey, with a small number of three storey dwellings and the gable ends to the apartment blocks, together with the distance that they would be located from the Canal would not give rise to significantly detrimental levels of overshadowing.

The semi-mature and mature trees which line Coleshill Street and the eastern and southern boundaries provide habitat connectivity and structural diversity in a landscape dominated by urban development. The trees, shrubs and scrub are suitable habitat for nesting and foraging birds. Furthermore, the trees, dense scrub adjacent to the Rochdale Canal corridor are suitable habitat for foraging bats.

The development presents an opportunity to enhance the habitats available to wildlife on site and provide a betterment to the low ecological value of the existing site through a net gain.

The retention of trees in these areas would help to maintain some biodiversity at the site, but it is recommended that conditions are attached to any approval to require that any works to trees are undertaken outside the bird nesting season, and that a condition to ensure further biodiversity measures are incorporated in the scheme in accordance with the recommendations as set out in the Ecology Survey and Assessment report.

Four invasive plant species are present on the site (Japanese Knotweed, Indian Balsam, Wall Cotoneaster and Japanese Rose). It is recommended that the treatment to eradicate the presence of these on the site is conditioned.

In relation to measures to protect the Canal, the Canals and Rivers Trust have noted the proposed use of sheet piling retaining structures, and whilst they have no objection in principle to this approach, they have requested that the finish and detailing be agreed with them. It is recommended that a condition the submission of the detailed design and finish of all boundary treatments, including retaining structures and any necessary foundation details attached to any approval.

Heritage Impacts

This site does not contain any designated heritage assets. However, Victoria Mill (Grade II*) listed building lies on the opposite side of Varley Street approximately 72m from the site at its closest . The development would result in a change within its setting, that change would not adversely impact on the surrounding area, nor the Listed Building's significance.

In view of the distance of the mill from the site, and that the development would have a limited impact in terms of obscuring views of the mill from further afield, with no direct impact on views of Victoria Mill from Varley Street, or to the south of Victoria Mill from the canal, it is considered that any impacts to the setting of the listed building would be of less than substantial harm to its significance.

Archaeological Impacts

The site is likely to contain the remains of a former chemical works, a school, dwellings, and other buildings, as well as evidence of quarrying/mining, of late 19th- and 20th-century date.

Apart from these exceptions, the site is assessed to have a negligible potential for significant archaeological remains of all other dates.

Of those exceptions, only the remains of the chemical works are indicated as being of any archaeological interest. In view of the views expressed by Greater Manchester Archaeology Advisory Service (GMAAS), it is recommended that an appropriately worded condition is attached to any approval to require that arrangements are made for an archaeological watching brief to be maintained during groundworks. Furthermore, that before any groundworks commence a Written Scheme of Investigation for the watching brief shall be produced for agreement with GMAAS.

Noise

In relation to the potential impact of the development on the surrounding existing residential properties, it is acknowledged that there are existing residents living within neighbouring buildings adjacent to the application site, and there would be a significant increase in the amount of built development and occupation on the site compared to the existing vacant site. However, any noise generated would only be from the comings and goings from occupants, and in connection with the small commercial units fronting onto Hulme Hall Lane (which sit at ground floor level below apartments above), and the proposed café/restaurant and Hub facilities. The levels of footfall to the site should be significantly less than the comings and goings and noise generated from the chemical dye works which was operating from site some years ago. It is therefore considered that the proposed development should not have any significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the impact of existing noise sources within this area on the new residential accommodation being proposed, there are two main sources of noise that needed to be assessed and mitigated. These are traffic noise from the nearby main roads, the noise generated by the industrial /commercial uses in the locality.

In relation to the proposed development, it is considered that the internal noise level requirements can be achieved with appropriate noise mitigation measures.

As the external plant area would consist on multiple air source heat pumps (serving the apartments) located on the roof level of their correspondent block. This area is open to the sky. but has been designed in such a way that the equipment is screened from the noise sensitive receptors (NSRs) by the surrounding solid façade. For houses, an individual air source heat pump will be located externally on the back courtyard. All plant items will be installed with appropriate noise reduction measures. It is recommended that this aspect of the scheme is conditioned.

Furthermore, in order to safeguard residential from potential noise arising from the commercial units , it is proposed to attach a condition restricting the hours of servicing to those units , and to require the submission of the hours of operation of those units before they are occupied.

Flood Risk / Surface Water Drainage

The site is not known to flood historically, but the surrounding streets and canal may experience localised surface water flooding in small areas to the south along Iron Street and to the west along Varley Street. The proposed development is located in Flood Zone 1 and residential and commercial uses are considered appropriate in this area.

Soakaways are not considered to be viable on this site due high levels of contamination. Through consultation, two drainage connections have been agreed, the first at the junction Brookhill Street and Penzance Street, the second at the intersection Danson Street and Sandal Street.

Furthermore, due to the topography of the site finalised details of overland flow routes are required, to provide assurance that measures proposed by the applicant in relation to surface water run-off will deliver appropriate flow rates on the proposed highways. In view of the content of the report, and the need for finalised details of overland flow routes, it is recommended that conditions are attached to any planning approval that details of surface water drainage are considered prior to the commencement of the development and that the system that is put in place is managed and maintained thereafter.

Sustainability and Energy Efficiency

The scheme has been designed with high levels of fabric performance and efficiency. The combination of homes with high building fabric efficiency and a 100% electric heating and hot water system (driven by air source heat pumps to both houses and apartments and small areas of photovoltaic panels to the roof of the proposed apartments) means that when coupled with a renewable energy supply, the proposed development should be able to achieve zero carbon emissions during the operational stage. Where not coupled with renewable energy supplier, the scheme should be able to achieve an average reduction of circa 25% in CO₂ compared to current building regulations Part L 2013 during the operational stage. The architecture of the apartment blocks with large, flat roof sections with parapets, would enable photovoltaic equipment shielded from view and give ample space for the proposed panels.

In relation to an increase in the level of decentralised, low and zero carbon energy supplies available required by EN5, the use of air source heat pumps and photovoltaic panels would ensure that a residual supply of renewable energy is available. The proposals will therefore provide for an increase in the amount of zero carbon energy supplies available in accordance with the Core Strategy.

All lighting will be specified to be high efficiency LED. Low flow water fixtures, and any pre-fitted appliances will also be specified to be energy efficient.

Designing out Crime

The proposed development would help to provide natural surveillance along Holland Street, Iron Street, Hulme Hall Lane, and along the towpath of the Rochdale Canal

which provides the opportunity to include security features to make the future residents safe and secure and reduce the fear of crime. This would not be a gated community although the internal courtyards and yards are to be gated, with access to the residents of the plot only. Any furniture, walls and planting beds would be low in height, so providing users with good visibility. Access to courtyards would be limited to two points. These gates will be fob operated.

Furthermore the proposed site layout and proposed dwelling designs have been designed to minimise the potential to gain access to the upper floors of properties by the use of climbing aids.

As no detailed design specification for windows and doors have been provided and given the comments made by Design for Security officers it is proposed that this aspect of the scheme is recommended to be conditioned, and that the development is required to achieve Secure by Design Accreditation.

Waste

The proposed refuse strategy provides communal refuse storage for all dwellings, houses and apartments. Due to the layout of the scheme and constrained nature of the site the use of communal bin storage, (used in some terraced housing areas of Manchester), is provided and would be managed as part of the proposed Estate Management Company's responsibility. ,

The refuse calculation has been calculated to comply with Council guidance providing communal bins for general waste, pulpable recycling, mixed recycling and garden waste.

The communal bin stores within the apartment blocks range in size from 10m² to 50m² , depending on the number of apartments in the individual block , two internal bin storage areas as proposed in relation to plot E apartments. Waste storage for the proposed apartment has also been calculated in accordance with Council guidance.

A condition is proposed to be attached to any approval in regard to the implementation of a refuse storage arrangements within the scheme

The bin stores in the rear courtyards are located close to the kerbside for ease of collection but are located within close proximity of the rear of the dwellings. The design of the bin stores has not been finalised and it is recommended that this aspect of the scheme is conditioned to be timber clad for easy maintenance and it is confirmed that they would be maintained and cleaned by the management company as required.

The Estate Management Company would be responsible for all estate assets , including the regular cleaning of the bin stores, and returning bins back to the stores after the refuse has been collected. Tracking details for bin wagons collecting from the location of the proposed bin stores has been submitted to demonstrate that this can be achieved.

The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard.

Air Quality

The application site is partially located within Manchester's Air Quality Management Area (AQMA). The area has been designated on the basis of known areas where air quality conditions poor as a result of vehicular emissions.

In relation to the construction and operations phases of the development there is the potential to impact on the air quality. With the implementation of the appropriate measures significant impacts are not anticipated during the construction phase.

Such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The main potential air quality impact once the proposed development is occupied is likely to be emissions from road traffic associated with the proposed development

Environmental Health officers concur with the conclusions of the Air Quality report although would ask for further information which is possible through the imposition of a condition. . This would ensure no detrimental impact on existing air quality conditions as a result of the development.

Other Matters Raised

The issue of a covenant affecting the open space has been raised by a local resident. This is a separate legal matter that would need addressing by any developer if planning permission is granted. Similarly, any decision by the Council to dispose of open space would need to go through a separate procedure outside of the planning process.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission. . A further condition to prevent the proposed apartments being used as serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money and occupied by the same person for less than ninety consecutive nights) is also proposed.

Inclusive Access

The housing types have been designed with a flexible approach to varying lifestyle choices and providing a sound base for future adaptation.

All main entrances to both the houses and the apartments would have level access. All upper floors within the apartment blocks are accessible by lifts. All apartments and houses have been designed to space standards to allow adequate circulation space. There would also be parking spaces for disabled people within the apartment car parks, which would ensure the entire development is accessible and inclusive.

Homes for occupation by wheelchair users have been distributed throughout the scheme and a mix of apartments, maisonettes and houses are proposed. A total of 41 homes are shown for occupation by wheelchair users. This is 10% of the total number of dwellings in the scheme

Legal Agreement

To secure the delivery of the 28% on site affordable housing provision a bespoke condition is recommended. A section 106 agreement is required to enable the re-testing of the viability of the scheme should there be a delay in the implementation of the planning permission, together with a further review prior to the occupation of the development in regard to the provision of affordable housing. In addition a commuted sum will need to be agreed as part of a section 106 legal agreement to finance the future administration, enforcement and maintenance of the residents permit parking scheme.

Statement of Community Involvement

A Community Consultation Event regarding the proposal was held on 17th July 2019, and 30 local people attended the event and two people were visited at their home. Eighteen feedback forms were submitted. In addition, there were 10 post-it notes with views on particular aspects of the scheme.

A project website was set up for the Former Manox Dyeworks at the time of the first consultation event. It included information about the scheme and core members of the project team, along with a feedback/contact form. The display material used for the consultation event was loaded onto the project website on 18th July 2019. The consultation boards were downloaded 32 times in July 2019.

Subsequent events held on Thursday 10th and Saturday 12th October 2019. The venue for both events was the Church of the Apostles, Ridgway Street, Miles Platting. Flyers were again delivered to over 1,000 local households, and also letters with a flyer were hand-delivered by the ENGIE Development Manager and Stakeholder Manager to 180 homes closest to the development. Posters were printed and sent to local organisations including Sycamore Court Sheltered Scheme, Sandal Street, the local primary school and GP practice. 69 people attended the Consultation Events in October. The second event coincided with an Autumn Fair in the Church Hall, and the consultation team were able to encourage visitors to the Fair to also visit the Manox exhibition. Twenty-six feedback forms were submitted, with some very detailed comments and suggestions, as well as comments on 20 post-it notes.

A range of comments from the above were provided. . Key points were:

- Concern to keep the trees on the site
- Concern about losing the Recreation Ground , and loss of green space
- Positive feedback about the vision and canal tow path area , and opening up the canal
- Support for a local café
- local people should be able to access the new homes.
- Would like new homes designed sympathetically in keeping with existing terraces.
- The flowering shrubs and apple trees by the exhibition were planted by a local resident, who also planted and maintains a community garden nearby. The landscaping could be planned to compliment the 'Forget Me Not' Community Garden.
- Nursery and community facilities would be really useful, and it would be good to have small shops
- The need to provide opportunities for local people to have a house, rent or buy.
- The site should be designed to avoid cut through.
- Are there any plans for the future of the terraced houses adjacent to the site
- A number of people did not receive the flyer.
- There are two local Facebook groups that could promote the next exhibitions - Ancoats Forever and Miles Platting Forever
- Think it's a great design with a good mix of property types
- Interesting, nice to see space being used up and all the waste ground being put to good use.
- It fits in well with already-built houses.
- I would like play parks for children and new trees planted.
- We need more shops
- I am concerned that the homes will not be affordable or available for local residents.
- You should ensure plenty of spaces and room for disabled drivers' cars.
- I agree to slowing down traffic in the area with 'sleeping policemen' and shaping of footpaths and roadway.
- concern about the noise from construction.
- concern about safety in the area.

Other matters raised by local residents

There were some initial comments that the first notification by the local planning authority took place on 17th December 2019 and therefore fell over the Christmas period, these are noted but this did not prevent comments from being raised.

.Furthermore, an additional notification was undertaken on 15th April 2020. As part of each notification process letters were sent to 1041 local residents and local businesses.

Conclusion

The proposed scheme would bring forward a sustainable development of well designed family housing and affordable homes with the associated remediation of a highly contaminated site. The loss of open space would be mitigated through the

provision of new high quality landscaped manged pockets of open space which is welcomed.

All issues have been set out in the report and addressed and this includes where necessary mitigation to ensure the delivery of a much needed proposal for new homes.

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 Chief Executive 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 Minded to Approve - subject to a section 106 legal agreement relating to a mechanism to re-test the viability of the development in relation to the delivery of affordable housing, should there be a delay in the implementation of the planning permission, together with a further review prior to the occupation of the development, and to finance the future administration, enforcement and maintenance of the residents permit parking scheme.

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice were sought in respect of this development where early discussions took place regarding the layout, scale, design and appearance of the development, accommodation type and mix along with highway impacts. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of ground contamination ,highway impacts, refuse storage , affordable housing along with other matters arising from the consultation and notification process. The proposal is now considered to be acceptable, and been conditioned accordingly.

Conditions

- 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 Phasing plan ref: rev.01 received on 11th September 2020 .

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 and to reflect the likely time period for the implications of the proposed development.

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

Site Location Plan (LEV-00-GF-DR-A-1000 Rev P1)

Existing Site Plan (LEV-00-GF-DR-A-1050 Rev P2);

Plots L & M Proposed Ground floor plan (LEV-00-GF-DR-A-1470 rev.P2)

Plot A – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1600 rev. P2)

Plot A – Proposed Courtyard Sections (LEV-00-XX-DR-A-1601 rev. P3)

Plot B – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1610 rev. P2)

Plot B – Proposed Courtyard Sections (LEV-00-XX-DR-A-1611 rev. P3)

Plot C – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1620 rev. P3)

Plot C – Proposed Courtyard Sections (LEV-00-XX-DR-A-1621 rev. P2)

Plot D – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1630 rev. P2)

Plot D – Proposed Courtyard Sections (LEV-00-XX-DR-A-1631 rev. P2)

Plot E – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1640 rev. P3)

Plot E – Proposed Courtyard Sections (LEV-00-XX-DR-A-1641 rev. P2)

Plot F – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1650 rev. P2)

Plot G – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1660 rev. P2)

Plot G – Proposed Courtyard Sections (LEV-00-XX-DR-A-1661 rev. P3)

Plot H – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1670 rev. P2)

Plot H – Proposed Courtyard Sections (LEV-00-XX-DR-A-1671 rev. P2)

Plot J – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1690 rev. P3)

Plot J – Proposed Courtyard Sections (LEV-00-XX-DR-A-1691 rev. P2)

Plot K – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1700 rev. P2)

Plot K – Proposed Courtyard Sections (LEV-00-XX-DR-A-1701 rev. P3)

GA Landscape Sections- 01 (LEV-00-GF-DR-L-1800 rev.P4)

Building A – Elevation Study (LEV-00-XX-DR-A-2300 rev.P1)

Building E – Elevation Study (LEV-00-XX-DR-A-2301 rev.P2)

Air Quality Assessment Project No. 443593/AQ01 (03);Crime Impact Statement November 2019 GM 10776 001 v2.0;Framework Construction and Management Plan; Heritage Environmental Desk Based Assessment; Noise Impact Assessment rev.B dated 26.11.2019; Statement of Community Involvement; Supporting Planning Statement; Financial Viability Statement ; Waste Management Strategy Proforma; Energy Statement rev.B;

Interpretative Phase 2 Ground Investigation report R01 ; Composite site summary ground works Strategy; Interpretative Phase 2 ground investigation report Zone

5W;Interpretative Phase 2 ground investigation report Zone 7; Factual Ground Investigation report; Factual ground investigation report zone 7; Factual ground investigation report zone 5W;Preliminary Remediation strategy.

Stamped as received 29th November 2019

Report to support a Habitat Regulations Assessment ref: 2019-176b dated August 2019 received 13th December 2019

Flood Risk Assessment and Drainage Strategy report ; received by email on 13th December 2019;

Letter dated 18th February 2020 from planning agent regarding Open space provision;

Ecology Survey and Assessment dated July 2019 ref 2019 -176 received 2nd January 2020;

Viability Appraisal letter 14th February 2020;

Fire Strategy in email dated 25th February 2020 from the planning agent , and attached Fire Engineering Stage 3 report – Fire Strategy revision 3 – 14 February 2020by Hoare lea;

Letter dated 25th February 2020 from Wardell Armstrong relating to Secure by Design matters;

Open Space Assessment dated February 2020 received by email 6th March 2020;

Supporting plans and letter from planning agent dated 8th April 2020;

Sitewide Landscape plan – Illustrative (LEV-00-GF-DR- L- 1250 rev.P3)

Sitewide Landscape plan – Hardscape (LEV-00-GF-DR- L- 1251 rev.P10)

Sitewide Landscape plan – Softscape (LEV-00-GF-DR- L- 1252 rev.P6)

Plots A& F Proposed Ground floor plan (LEV-00-GF-DR-A-1400 rev.P5)

Plots A& F Proposed First floor plan (LEV-00-GF-DR-A-1401 rev.P5)

Plots A& F Proposed Second floor plan (LEV-00-GF-DR-A-1402 rev.P4)

Plots A& F Proposed Third floor plan (LEV-00-GF-DR-A-1403 rev.P4)

Plots A& F Proposed Fourth floor plan (LEV-00-GF-DR-A-1404 rev.P5)

Plots A& F Proposed Roof plan (LEV-00-GF-DR-A-1405 rev.P3)

Plots B& G Proposed Ground floor plan (LEV-00-GF-DR-A-1410 rev.P5)

Plots B& G Proposed First floor plan (LEV-00-GF-DR-A-1411 rev.P5)

Plots B& G Proposed Second floor plan (LEV-00-GF-DR-A-1412 rev.P5)

Plots B& G Proposed Roof plan (LEV-00-GF-DR-A-1413 rev.P5)

Plots C& H Proposed Ground floor plan (LEV-00-GF-DR-A-1420 rev.P4)

Plots C& H Proposed First floor plan (LEV-00-GF-DR-A-1421 rev.P4)

Plots C& H Proposed Second floor plan (LEV-00-GF-DR-A-1422 rev.P4)

Plots C& H Proposed Roof plan (LEV-00-GF-DR-A-1423 rev.P4)

Plot D Proposed Ground floor plan (LEV-00-GF-DR-A-1430 rev.P4)

Plot D Proposed First floor plan (LEV-00-GF-DR-A-1431 rev.P4)

Plot D Proposed Second floor plan (LEV-00-GF-DR-A-1432 rev.P4)

Plot D Proposed Roof plan (LEV-00-GF-DR-A-1433 rev.P4)

Plot E Proposed Ground floor plan (LEV-00-GF-DR-A-1440 rev.P4)

Plot E Proposed First floor plan (LEV-00-GF-DR-A-1441 rev.P4)

Plot E Proposed Second floor plan (LEV-00-GF-DR-A-1442 rev.P3)

Plot E Proposed Third floor plan (LEV-00-GF-DR-A-1443 rev.P3)

Plot E Proposed Fourth floor plan (LEV-00-GF-DR-A-1444 rev.P5)

Plot E Proposed Roof plan (LEV-00-GF-DR-A-1445 rev.P3)

Plots I & J Proposed Ground floor plan (LEV-00-GF-DR-A-1450 rev.P8)
Plot K Proposed Ground floor plan (LEV-00-GF-DR-A-1460 rev.P4)
Plot K Proposed First floor plan (LEV-00-GF-DR-A-1461 rev.P4)
Plot K Proposed Roof plan (LEV-00-GF-DR-A-1462 rev.P4)
Plot N Proposed Ground floor plan (LEV-00-GF-DR-A-1480 rev.P5)
Western Gateway – Proposed Landscape Plan (LEV-00-GF-DR-L-1500 rev.P5)
Canal Green – Proposed Landscape Plan (LEV-00-GF-DR-L-1501 rev.P5)
Holland Gardens – Proposed Landscape Plan (LEV-00-GF-DR-L-1502 rev.P4)
Neighbourhood Green – Proposed Landscape Plan (LEV-00-GF-DR-L-1503 rev.P5)
Eastern Gateway – Proposed Landscape Plan (LEV-00-GF-DR-L-1504 rev.P4)
Plot F – Proposed Courtyard Sections (LEV-00-XX-DR-A-1651 rev. P2)
GA Landscape Sections- 02 (LEV-00-GF-DR-L-1801 rev.P5)
GA Landscape Sections- 03 (LEV-00-GF-DR-L-1802 rev.P4)
Building F – Elevation Study (LEV-00-XX-DR-A-2302 rev.P2)
Building F – Elevation Study (LEV-00-XX-DR-A-2303 rev.P2)
External Substations – Elevation Study (LEV-00-XX-DR-A-2400 rev.P1)
Vehicle Tracking – Fire Appliance (JR00755_WES_00_XX_DR_D_024 rev.P2)
Design and Access Statement rev.E –April 2020
Schedule 1- Car Parking Management Plan April 2020
Travel Plan rev.B – April 2020
Transport Assessment rev.B – April 2020
Preliminary Controlled Water Risk Assessment (13-887 R1 –1 February 2020)
Remediation Method Statement by McAuliffe received by email 21st April 2020;
Coal Mining Features and Mitigation plan (LEV - 00 - GF - DR - A – 1206 rev. P2)
received 6th July 2020
Viability Appraisal 14th August 2020
Change to mix of accommodation 25th August 2020.
Schedule 1 site plan and schedule 2 –affordable housing plots plan received 14th
August 2020
Sitewide Landscape General Arrangement) LEV-00-GF-DR-L-1254 rev.P1)
Site wide Street Elevations (LEV-00-XX-DR-A-1300 rev.P2);
Sitewide Street elevations - Sheet 2 (LEV-00-XX-DR- A- 1301 rev.P3)
Plots I & J Proposed First floor plan (LEV-00-GF-DR-A-1451 rev.P9);
Plots I & J Proposed Second floor plan (LEV-00-GF-DR-A-1452 rev.P7)
Plots I & J Proposed Third floor plan (LEV-00-GF-DR-A-1453 rev.P7)
Plots I & J Proposed Roof plan (LEV-00-GF-DR-A-1454 rev.P6)
Plots L& M Proposed First floor Plan ((LEV-00-GF-DR-A-1471 rev.P3);
Plots L& M Proposed Second floor Plan ((LEV-00-GF-DR-A-1472 rev.P3);
Plots L& M Proposed Roof Plan (LEV-00-GF-DR-A-1473 rev.P3);
Plot N Proposed First floor plan (LEV-00-GF-DR-A-1481 rev.P6)
Plot N Proposed Second floor plan (LEV-00-GF-DR-A-1482 rev.P5)
Plot N Proposed Third floor plan (LEV-00-GF-DR-A-1483 rev.P5)
Plot N Proposed Fourth floor plan (LEV-00-GF-DR-A-1484 rev.P6)
Plot N Proposed Roof plan (LEV-00-GF-DR-A-1485 rev.P5);
Plot I – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1680 rev. P3)
Plot I – Proposed Courtyard Sections (LEV-00-XX-DR-A-1681 rev. P5)
Plot L – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1710 rev. P3)
Plot L – Proposed Courtyard Sections (LEV-00-XX-DR-A-1711 rev. P3)
Plot M – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1720 rev. P3)
Plot M – Proposed Courtyard Sections (LEV-00-XX-DR-A-1721 rev. P4)

Plot N – Proposed Perimeter Elevations (LEV-00-XX-DR-A-1730 rev. P3)
Plot N – Proposed Courtyard Sections (LEV-00-XX-DR-A-1731 rev. P4)
Building N – Elevation Study (LEV-00-XX-DR-A-2304 rev.P2)
Arboricultural Impact Assessment rev.3 and Arboricultural Method Statement and Sitewide Landscape plan – Tree Removal (LEV-00-GF-DR- L- 1253 rev.P5) ; received by email 21st August 2020;
076298-CUR-00-XX-DR-C-95700 rev.P3 Vehicle Tracking –large refuse vehicle site layout received by email 4th September 2020.
Sitewide Masterplan – Ground Floor (LEV-00-GF-DR-A- 1200 rev.P11)
Sitewide Masterplan – First Floor (LEV-00-GF-DR-A- 1201 rev.P10)
Sitewide Masterplan – Second Floor (LEV-00-GF-DR-A- 1202 rev.P10)
Sitewide Masterplan – Third Floor (LEV-00-GF-DR-A- 1203 rev.P10)
Sitewide Masterplan – Fourth Floor (LEV-00-GF-DR-A- 1204 rev.P10)
Sitewide Masterplan – Roof (LEV-00-GF-DR-A- 1205 rev.P8)
Sitewide Landscape General Arrangement Plan (Dwg no. LEV-00-GF-DR-L-1254 Rev P2)
Updated Estate Management Plan
received by email 8th September 2020.

Contaminated Land Site Characterisation Report ref:13-887-R4-1 July 2020 received by email dated 9th September 2020.

Revised phasing plan received 11.09.2020 together with email dated 11.09.200 from the planning agent stating that this plan relates purely to the phased completion of building works and as such does not relate to the remediation phasing.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

4) Notwithstanding the materials annotated on the submitted plans ,prior to the commencement of each phase of development (excluding site clearance, site investigations, remediation and ground works), samples and specifications of all materials to be used on all external elevations of the phase of development shall be submitted to and approved in writing by the City Council as local planning authority. The phase of development shall be carried out in accordance with the agreed details.

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, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) Prior to the commencement of each phase of development (excluding vegetation clearance, site set up or works relating to details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details for that phase . The development (or phase thereof) 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 for that phase of development.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

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

- The routing of construction traffic;
- Detail the quantification/classification of vehicular activity associated with the construction including commentary on types and frequency of vehicular demands together with evidence (appropriate swept-path assessment);
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site for all construction traffic, staff vehicles and Heavy Goods Vehicles;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- Specify the working hours for the site;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location on the site from the commencement of development until construction works are complete;
- Identify advisory routes to and from the site for staff and HGVs;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

7) Prior to above ground works commencing for any phase of development, full detailed designs (including specifications) of all on site and off site highways works (including any Traffic Regulation Orders, the incorporation of a pedestrian phase to the signalisation of the existing Coleshill Street junction , measures to prevent parking along the line of the towpath, and traffic calming)relating to that phase, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

8) Prior to above ground works commencing for any phase of development, full details of a parking management strategy for on street parking on non-adopted highways relating to that phase, shall be submitted to and approved in writing by the

City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being brought into use.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

9) The car parking indicated on the approved plans for each phase of development shall be surfaced, demarcated and made available for use prior to the new dwellings hereby approved within that phase being occupied. The car parking shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

10) Prior to above ground works commencing for any phase of development, finalised detailed designs and provision of space for cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being brought into use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

11) Prior to the occupation of any phase of development details of a way finding scheme (together with on-going maintenance arrangements), within the site to reference the location of the Rochdale Canal and associated cycleway shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being brought into use, and thereafter managed and maintained in accordance with the approved details.

Reason – To improve wayfinding within the site , and assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

12) Before the development of any phase of development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed 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 attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

b) Within six months of the first occupation of each phase of development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for that phase of development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for that phase of development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

13) Prior to the occupation of any phase of development, finalised details of the number, location and specifications of the provision of electric vehicle charging points at both the apartments and houses hereby approved within that phase of development, shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being occupied, and thereafter managed and maintained in accordance with the approved details.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Manchester Core Strategy (2012), and Greater Manchester Air Quality action plan 2016.

14) Prior to the occupation of any phase of development, finalised details of the location and specifications of tree pit within footpaths, together with a management and maintenance strategy, shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being occupied, and thereafter managed and maintained in accordance with the approved details.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the

amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Manchester Core Strategy (2012), and Greater Manchester Air Quality action plan 2016.

15) Prior to the occupation of any phase of development, details of the strategy for all external lighting, including lighting on the buildings, within the building's curtilage, and lighting units within the public realm works within that phase , shall be submitted to, and approved in writing by, the City Council as local planning authority. The development of that phase shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, and would not adverse impact on protected species pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

16) If , when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

17) a) Before the development hereby approved commences (excluding site set up or works relating to site investigation), a scheme for the investigation of all the shallow mine workings on the site and the identification of remediation measures (the Site Investigation Proposal) shall be 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 development commences (excluding site set up or works relating to site investigation)and a report prepared outlining what measures, if any, are required to remediate the areas of shallow mine workings (the Site Investigation Report and/or Remediation Strategy) shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development, the development shall be carried out in accordance with the previously agreed Remediation Strategy for the shallow mine workings 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 shallow mine workings 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 areas of shallow mine workings (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. Upon completion of the revised remedial works, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that the presence of areas of shallow mine workings is detected and appropriate remedial action is taken in the interests of public safety, and to ensure the stability of the proposed development pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

18) a) Before the development hereby approved commences (excluding site set up or works relating to site investigation), a report outlining what measures(remedial works), if any, that are required to be undertaken to the mine entry (including foundation), together with any specific designs which may be required for any buildings within influencing distance of the mine entry (the Site Investigation Report and/or Remediation Strategy) 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 for the mine entry, and approved specific designs required for any buildings within influencing distance of the mine entry, and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

Reason - To ensure that mine entry is assessed and appropriate remedial action is taken in the interests of public safety, and to ensure the stability of the proposed development pursuant to policies DM1 and EN18 of the Manchester Core Strategy (2012).

19) Prior to the construction of above ground structures in phases 2,3 and 4 on phasing plan , full details of the proposed of sheet piling retaining structures to the Rochdale Canal boundary including their location , finish and detailing, within that phase of development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to first occupancy within that phase of development and shall remain operational thereafter.

Reason: To ensure a satisfactory form of development and to afford appropriate protection of the Rochdale Canal that adjoins the site pursuant to policies EN8, EN14, EN15 and DM1 of the Manchester Core Strategy (2012).

20)Prior to the proposed foundations outlined in the Phase 2 Ground Investigation report in relation to development in Phases 2,3, and 4 in proximity to the canal being implemented , detailed cross sections of the proposed foundations relative to the Rochdale Canal within that phase of development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in full accordance with the approved foundation detail, prior to first occupancy within that phase of development.

Reason - To ensure the protection of a Site of Biological Importance and wildlife habitats in the locality , pursuant to policy EN15 and EN17 of the Core Strategy for Manchester.

21) Prior to the construction of above ground structures of any phase of development, a finalised scheme for the storage (including segregated waste recycling) and disposal of refuse within that phase of development (including external bin store design)shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented prior to first occupancy within that phase of development and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the residential and commercial accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

22) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason- To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy(2012).

23)Before any Class E or C3a uses hereby approved commence, any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

The scheme for each phase of development shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site prior to occupation of that phase of development. The approved scheme shall be completed before the premises is occupied.

Upon completion of each phase of development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, and to safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1, H1 and DM1 of the Manchester Core Strategy (2012).

24) Deliveries, servicing and collections, including waste collections shall not take place to the Class E uses, outside the following hours: 07:30 to 20:00, Mondays to Saturdays, and 10:00 to 18:00 Sundays/Bank Holidays.

Reason - In the interests of residential amenity, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester, policies SP1 and DM1 of the Manchester Core Strategy (2012).

25) Before any above ground works relating development falling within Class E (in any phase of development), a scheme for the extraction of any fumes, vapours and odours for that use and Phase shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy in that use and Phase, and shall remain operational thereafter.

Mixed use schemes shall ensure provision for internal ducting in risers that terminate at roof level. Schemes that are outside the scope of such developments shall ensure that flues terminate at least 1m above the eave level and/or any openable windows/ventilation intakes of nearby properties.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with policies SP1 and DM1 of the Manchester Core Strategy (2012).

26) The hours of use of the Class E units in any phase of development, are to be submitted to and agreed in writing by the City Council as Local Planning Authority, prior to the first occupation of the buildings for those uses in that phase. The development shall only be carried out in accordance with the approved hours of opening.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

27) Before commencement of development falling within Class E, in any Phase of development, the building(s) within that Phase shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the building(s), and a scheme of acoustic treatment relating to that phase of development, shall be submitted to and approved in writing by the City Council as local planning authority, prior to first occupation of that Phase. The scheme shall be implemented in full before the use commences in the building(s) in that phase of development.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 10dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location

Upon completion of each phase of development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report in

respect of that phase. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) No part of the site outside of the building falling within Class E, in any phase, shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside of the building in any phase .

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

29) a) Before commencement of development falling within Class C3, in any Phase of development, the dwellings within that Phase shall be acoustically insulated against noise from traffic noise from Hulme Hall Road and Varley Street, and industrial/commercial uses in the vicinity with a scheme to be submitted to and approved in writing by the City Council as local planning authority.

The approved noise insulation scheme for that phase shall be completed before any of the dwelling units within that phase are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Upon completion of the development and before first occupation of the residential units in that phase , a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

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 and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

30) No removal of or works to any hedgerows, trees or shrubs should take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to Policy EN15 of the Manchester Core Strategy (2012).

31) Prior to the development hereby approved commencing on site development, a method statement giving details of specific measures to be taken to prevent any pollution of the Rochdale Canal (include the provision of a suitable canal protection buffer such as a geotextile membrane) during the construction period, shall be submitted to and approved in writing by the City Council as local planning authority. Any excavated materials stored in temporary stockpiles should be located away from the canal to prevent contaminated water run-off and the amount of exposed ground and stockpiles minimised. The specific measures to prevent any pollution of the Rochdale Canal during the construction period, hereby approved shall be implemented in full before the development commences.

Reason - To ensure the protection of a Site of Biological Importance and wildlife habitats in the locality , pursuant to policy EN15 and EN17 of the Manchester Core Strategy (2012).

32) Prior to the commencement of development (including ground works and vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of invasive plant species on site . The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of invasive species in accordance with the Wildlife and Countryside Act 1981, and in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012)

33) Notwithstanding the landscaping plans specified in condition no.3, prior to the any above ground works of any phase of development a hard and soft landscaping treatment scheme (including a replacement tree strategy, and a management and maintenance strategy,) for that phase of development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings within that phase are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in that phase of development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within that phase of development.

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 Manchester Core Strategy (2012).

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

35) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans specified in condition no.3 and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

3) Prior to any above ground works in each phase of the development hereby approved, a scheme for delivering biodiversity enhancement at the site within that phase , shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures for that phase shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings within that phase.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

37a) The development hereby approved shall be carried out in accordance with the document titled 'Energy Statement rev.B' stamped as received by the City Council, as Local Planning Authority, on the 29th November 2019. For the avoidance of doubt each phase of the development shall seek achieve a minimum of 25% average reduction of CO2 emissions for all dwelling and apartments over that set out in Building Regulations Part L 2013 and MCC planning policy.

b) A post construction review certificate/statement shall be submitted for approval for that phase of development, within a timescale that has been previously agreed in writing for that phase of development , 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 Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

38) The development shall be carried out in accordance with the Estate Management Plan received on 8th September in relation to non-adopted roads, footpaths, lighting and public open spaces, including play areas and the wider public realm for all phases of the development.

Reason - To ensure that the areas not within the curtilage of dwellings are appropriately managed and maintained development to safeguard the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

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

1. A phased programme and methodology of investigation and recording to include:
 - i) archaeological watching brief and recording
2. A programme for post investigation assessment to include: i) post-fieldwork analysis of watching brief records and finds ii) production of a final report on the watching brief including a statement on the significance of the below-ground archaeological interest.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason- In accordance with NPPF Section 12, Paragraph 199 - To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible, and pursuant to saved UDP policy DC20.1 .

40) No development shall take place until surface water drainage works, designed in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, have been submitted to and approved in writing by the Local Planning Authority.

Reason - To prevent the increased risk of flooding, promote sustainable development, secure proper drainage and ensure future maintenance of the surface water drainage system pursuant to policies within the NPPF and NPPG, and policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

41) No phase of development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme for that phase have been submitted to and approved by the local planning authority. The approved scheme shall be implemented and thereafter managed and maintained in accordance with the approved details for that phase. Those details shall include:

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

Reason- To manage flooding and pollution and ensure future maintenance of the surface water drainage system pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

42) No development shall take place until a Construction Risk Assessment Method Statement (RAMS) for construction of the proposed development, is submitted to and approved by the Local Planning Authority. The statement shall outline the potential impacts from all construction activities on infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to this infrastructure. The development shall be undertaken in accordance with the approved RAMS.

Reason- To ensure a satisfactory form of development and to afford appropriate protection of infrastructure that crosses the site pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

43) Prior to the commencement of the development, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme , or any amended scheme in relation to the tenure mix subsequently approved in writing by the City Council as local planning authority, and shall meet the definition of affordable housing in Annex 2 of the NPPF (or any future guidance that replaces it). The scheme shall include:

- i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 28% of the dwellinghouses in accordance with the submitted Affordable Housing Statement;
- ii. the timing of the construction of the affordable housing;
- iii. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and

iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced

The affordable housing scheme shall be implemented as part of the development and thereafter retained in perpetuity.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

44) 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 development 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 Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

45) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) 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).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

47) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings specified in condition 3.

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

48) Prior to any above ground works, in each phase of development , the finalised details of the positions, heights, and type of boundary treatment (including gates) within that phase of development , shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme for that phase shall be implemented in full before any property within that phase is first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

49) Prior to any above ground works, in each phase of development , the finalised design of balcony balustrade details (including the location of privacy screens) within that phase of development , shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme for that phase shall be implemented in full before any property within that phase is first occupied and retained as such thereafter.

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 in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

50) The two commercial units hereby approved at ground floor level in Plot E, as indicated on drawing LEV-00-GF-DR-A-1440 rev.P4 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2020, shall each remain as one

unit (total no. 2 Units) and shall not be sub divided or amalgamated without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial units pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, and SP1 of the Manchester Core Strategy (2012).

51) The two commercial units hereby approved at ground floor level in Plot E, as indicated on drawing LEV-00-GF-DR-A-1440 rev.P4 stamped as received by the City Council, as Local Planning Authority, on the 8 April 2020, be occupied as either retail use, restaurant /café use or business/ office use and for no other purpose in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification. The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit.

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

52 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).

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

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

Informatives

1.Under the Coal Industry Act 1994 any intrusive activities, including initial site investigation boreholes, and/or any subsequent treatment of coal mine workings/coal mine entries for ground stability purposes require the prior written permission of The Coal Authority, since such activities can have serious public health and safety implications. Failure to obtain permission will result in trespass, with the potential for court action. It is recommended that you check with the Coal Authority prior to commencing any works. Application forms for Coal Authority permission and further guidance can be obtained from The Coal Authority's website at:

<https://www.gov.uk/get-a-permit-to-deal-with-a-coal-mine-on-your-property>

2.Bulding over or within the influencing distance of a mine entry (shaft or adit) can be dangerous and has the potential for significant risks to both the development and the occupiers if not undertaken appropriately. The Coal Authority would draw your attention to their adopted policy regarding new development and mine entries:
<https://www.gov.uk/government/publications/building-on-or-within-the-influencing-distance-of-mine-entries>

3.The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

4.If the applicant wishes to explore the potential for surface water discharge to the canal, they are advised to contact the utilities section at utilitiesenquiry@canalrivertrust.org.uk or on 01926 626158.

5.Works affecting the Canals and Rivers Trust's land ownership may need to comply with the Trust's Code of Practice for works affecting the Canal & Rivers Trust , details of which can be found at

<https://canalrivertrust.org.uk/business-and-trade/undertaking-works-on-our-property-and-our-code-of-practice> . The applicant is strongly advised to discuss this further with their Works Engineering team on 0303 040 4040.

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: 125596/FO/2019 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

Sport England
Corporate Property
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Greater Manchester Ecology Unit
Wildlife Trust
The Coal Authority
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust
Greater Manchester Pedestrians Society
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Corporate Property
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
The Coal Authority
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
United Utilities Water PLC
Canal & River Trust
Wildlife Trust
Sport England

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 : Sue Wills
Telephone number : 0161 234 4524
Email : s.wills@manchester.gov.uk

