



Planning Statement

Ancoats Works, Pollard Street, Manchester

March 2022

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For and on behalf of Avison Young (UK) Limited

1. Introduction

- 1.1 This Planning Statement has been prepared by Avison Young ('AY') in support of planning and listed building applications submitted on behalf of Banidev Limited ('the Applicant') to Manchester City Council (MCC) for a new residential-led development on land at Ancoats Works, Pollard Street, Manchester ('the site').
- 1.2 The application site extends to approximately 0.58 hectares and is located approximately 1.5km to the east of Manchester City Centre. It is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site, and also includes the former Bank of England pub, which is now vacant. It is bound to the north by the Ashton Canal, to the east by Hope Mill, a Grade II* listed former mill building which currently comprises a theatre and a range of other business uses, to the south by Pollard Street and to the west by Carruthers Street. There are dwellings opposite the site on Pollard Street, Carruthers Street and to the northwest beyond the canal on Piercy Street.
- 1.3 The detailed description of development is as follows:

"Full planning application for a residential-led development to provide 183 no. apartments and 10 no. townhouses (Use Class C3) and flexible commercial space (Use Class E/ sui generis) across two new development blocks and refurbishment of the southern part of the Ancoats Works building including its Pollard Street façade, together with landscaping, parking, cycle parking, supporting infrastructure and associated works, following the demolition and partial demolition of existing buildings on site."

- 1.4 A separate application for listed building consent is also being submitted that seeks consent for:

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

- 1.5 This Planning Statement assesses the development proposals against relevant planning considerations, including national and local planning policy, and other material considerations. It provides the planning justification for why the proposals represent policy compliant sustainable development and should be approved.

The Applicant

- 1.6 The Applicant is a development partnership between Capital & Centric and Kamani Property Group. Capital & Centric is a Manchester-based social impact developer and regeneration specialist. They have completed over 500,000 sq. ft. of development projects in the last 5 years and currently have a £450m development pipeline across the commercial, residential, hotel and leisure sectors in a number of UK regional cities.
- 1.7 Kamani Property Group is a global leader in the ownership and development of commercial, residential and industrial buildings. They have completed and are currently working on a number of projects in Manchester City Centre from office and retail buildings in Manchester's Northern Quarter, to residential and industrial projects further afield. Banidev Limited is a subsidiary of Kamani Property Group.

Structure of this Planning Statement

- 1.8 This Planning Statement is intended to address the relevant planning considerations and the case for development on the site. It considers the proposals in light of national and local planning policy and is structured as follows:

- **Chapter 2** – describes the site and the surrounding area, including any known environmental constraints and relevant planning history;
- **Chapter 3** – sets out details of the proposed development;
- **Chapter 4** – describes the pre-application consultation and engagement undertaken;
- **Chapter 5** – sets out the relevant planning policy framework and any material planning considerations;
- **Chapter 6** – details the strategic and regeneration context of the site;
- **Chapter 7** – appraises the development proposals against the statutory Development Plan and other material considerations;
- **Chapter 8** – summarises the environmental and technical assessments undertaken;
- **Chapter 9** – summarises the scheme benefits;
- **Chapter 10** – sets out and the main conclusions of this Planning Statement.

Submission Documents

- 1.9 The application is accompanied by a suite of supporting documents, the scope of which has been prior agreed with MCC Officers through pre-application discussions. A list of supporting documents and application drawings that accompany the planning application is contained at **Appendix I**.

EIA Screening

- 1.10 The proposed Development exceeds the dwelling threshold of 150 dwellings and therefore the application has been screened under Schedule 2, Class 10 'Infrastructure Project' Subsection (b) 'Urban development project and an EIA Screening Request has been prepared on this basis.
- 1.11 An Environmental Impact Assessment Screening Opinion Request has been submitted alongside this application to MCC. In conclusion it was considered that an EIA of the proposals would not be required.

2. Site and Surroundings

- 2.1 This section of the Planning Statement provides a detailed description of the site and surrounding area, its sustainability, environmental constraints and relevant planning history.

The Site

- 2.2 The site extends to approximately 0.58 hectares and is located approximately 1.5km to the east of Manchester City Centre. A copy of the Site Location Plan is contained at **Appendix II**. An aerial image showing the site location and an indicative application boundary is provided at **Figure 1** below.



Figure 1: Aerial View of the Site

- 2.3 The site is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site, and also includes the former Bank of England pub which is now vacant. The main Ancoats Works building is of three storey height and occupies the north eastern half of the site, with car parking toward the Carruthers Street boundary. The existing building is a traditional and substantial industrial unit with a double-gabled roof. The site also includes a small area of land to the west bounding the Ashton Canal.

Surrounding Area

- 2.4 The surrounding area is characterised by a mix of uses, primarily commercial and residential. The site is bound to the north by the Ashton Canal, to the east by Hope Mill, a Grade II* listed 7-storey former mill building which currently comprises a theatre and a range of other business uses, to the south by Pollard Street and to the west by Carruthers Street. There are dwellings opposite the site on Pollard Street, Carruthers Street and to the northwest beyond the canal on Piercy Street.
- 2.5 The site also sits within an area under significant regeneration, being located on the boundary of the Ancoats and New Islington Neighbourhood Development Framework and the Eastlands Regeneration Framework. These strategic frameworks promote growth and residential-led development of key sites.

Sustainability

- 2.6 There are a large range of services and facilities located in close proximity to the site. These include an Aldi supermarket, gym and several other shops at Ancoats Urban Exchange, located 1.1km to the west of the site. The site is also located just 0.8km from New Islington Marina and 0.9km from Ancoats both of which provide an extensive range of bars, shops and restaurants, as well as a Primary School and Medical Practice.
- 2.7 The site is located within walking distance of several nearby tram stops along the Ashton -under -Lyne Metrolink tram network. Holt Town tram stop is 0.5km to the east and New Islington tram stop is located 0.3 km to the west.
- 2.8 The Metrolink networks crosses the city and links to both Manchester Piccadilly and Manchester Victoria train stations. Manchester Piccadilly Station is located 1.3km to the south west of the site and remains the main rail interchange in Manchester and provides connections across the north west region and to other major cities in England, Scotland and Wales.
- 2.9 Nearby bus stops are located on Pollard Street, Carruthers Street and Piercy Street, all of which provide access to and from the City Centre. The site is also well connected to the city by foot and bicycle via the Ashton Canal towpath.

Environmental Constraints

- 2.10 The following highlight some of the key environmental constraints associated with the site:
- **Flood Risk** - Based on the Environmental Agency's Flood Risk Map for Planning, the entirety of the site is located within Flood Zone 1 where a low probability of flooding is anticipated.
 - **Heritage** – The site is not located within a Conservation Area and there are no listed buildings or other heritage assets within the site boundary. There is a Grade II* listed building, Hope Mill, located directly adjacent to the site. There is also a Grade II Listed Spectator Mill and Grade II Listed bridge (Bridge No.5 over the Ashton Canal) located directly to the north-west of the site.
 - **Trees** - There are some trees located to the north-western extent of the site adjoining the canal, and also a small number of trees along the eastern boundary with Carruthers Street. However, no trees within or adjacent to the site boundary are protected by a Tree Preservation Order ('TPO').

Planning History

- 2.11 A desktop review of MCC's online planning register has been undertaken. The site has an extensive planning history which is presented in Table 1 below:

Table 1: Planning History

Application reference	Description	Date
122809/FO/2019	Change of use of warehouse (Use Class B2) to offices (Use Class B1) and ancillary support spaces with associated elevational alterations, erection of a single storey	Approved 28 th June 2019

	substation and security office, car parking and boundary treatment.	
122173/FO/2018	Proposed replacement of existing roof	Approved 11 th Feb 2019
093340/REP/2010/N2	Application for new planning permission to replace extant planning permission 083447/OO/2007/N2.	Approved 11 th December 2012
085144/FO/2007/N2	Erection of two detached buildings of maximum height of thirteen storeys to accommodate 109 residential units and six commercial units (use classes A1, A2, A3 , B1 and D1) with associated landscaping, car parking and vehicular access following demolition of existing buildings and retention of existing facade to Pollard Street.	Withdrawn 29 th July 2008
083447/OO/2007/N2	Outline application for the principle of mixed use development comprising 466,063sqm of residential floorspace (equating to a maximum of 4,348 residential units) Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space.	Approved 2 nd July 2008

- 2.12 Overall, the site has an extensive planning history. It formed part of a much wider site known as 'Holt Town' which was subject to outline planning permission (Ref: 083447/OO/2007/N2) for a mixed-use development including residential, retail, offices, restaurants, assembly and leisure and a primary school. It was also subject to a separate full planning permission (Ref: 085144/FO/2007/N2) for a residential-led development comprising 109 residential units and six commercial units, albeit this scheme was recommended for refusal by Officers and subsequently withdrawn..

- 2.13 More recently, it was subject to a planning permission for a change of use of warehouse (Use Class B2) to offices (Use Class B1) with various associated refurbishment works and elevational alterations to create offices for the Manchester-based fashion company, Pretty Little Thing. None of the aforementioned planning permissions were implemented.

Summary

- 2.14 The site is located in a highly sustainable location in close proximity to a range of services and facilities and is highly accessible by public transport including frequent bus and rail services. The site is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site. The redevelopment of this site represents an important opportunity to provide new homes on a vacant, previously developed site within an established regeneration area whilst respecting the site's character and retaining the most significant elements of the building's historic facade.

3. The Proposed Development

3.1 This Chapter describes the application proposals and their relationship and compatibility with the characteristics of the site. The application proposals are described fully in the Design and Access Statement and detailed plans prepared by BDP Architects, which are enclosed with this submission which should be read in conjunction with this Planning Statement.

3.2 This application seeks planning permission for:

“Full planning application for a residential-led development to provide 183 no. apartments and 10 no. townhouses (Use Class C3) and flexible commercial space (Use Class E/ sui generis) across two new development blocks and refurbishment of the southern part of the Ancoats Works building including its Pollard Street façade, together with landscaping, parking, cycle parking, supporting infrastructure and associated works, following the demolition and partial demolition of existing buildings on site.”

3.3 A separate application for listed building consent is also being submitted that seeks consent for:

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

Use and Amount

3.4 Full planning permission is sought for the partial demolition of existing structures and the erection of a residential-led mixed use development. The development comprises the following:

- 183 no. residential apartments (Use Class C3);
- 10 no. townhouses (Use Class C3);
- 274 sqm commercial and amenity space (Use Class E / Sui Generis);
- Over 2,980 sqm of new private open space;
- 3 disabled car parking spaces; and
- Landscaping and public realm improvements.

Layout

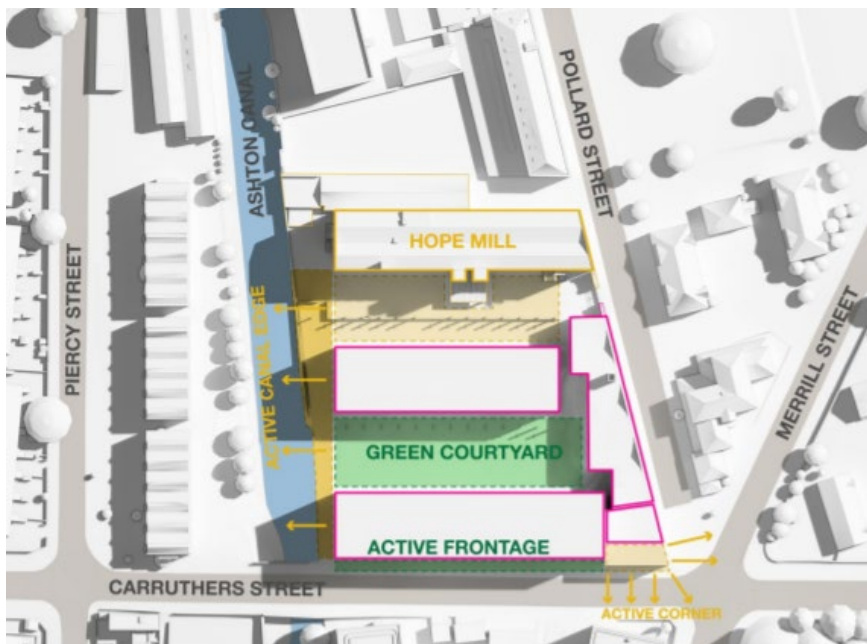
3.5 The layout of the proposed development has been carefully considered, and the potential of retaining the existing buildings in various formats has been explored as an integral part of the evolution of the development proposals. A full explanation of the various options explored, and the rationale for the preferred layout, has been provided within the supporting Design and Access Statement submitted with the application.

3.6 The site layout has been developed and tested by the design team throughout the process; reviewing the possibilities of typology locations, access routes through the site and the key landmark location at the junction of Carruthers and Pollard Street. This constant and rigorous testing has led to the current design proposal.

3.7 The proposals have been designed to maximise the potential of the inner-urban site, making efficient use of the available land and enhancing the site within the townscape of the surrounding built

environment. The key factors to which have established the layout of the site identified during the design process are:

- Retention of the historic Ancoats Works façade;
- Minimising the impact on the setting of Hope Mill;
- Minimising the impact on Crossley Court opposite the site;
- Respecting the Ashton Canal corridor and setting; and
- Responding to the massing of the Milliner's Wharf / Hatbox residential development on Carruthers Street.



Overview of Key Layout Principles

3.8 The approach to the layout delivers four distinct character zones:

1. The Grade II* frontage of Hope Mill to the North East;
2. The existing fabric of Ancoats Works to the South East;
3. The distinctly more urban character and street based approach of Carruthers Street to the South West; and
4. The Ashton Canal corridor to the North West.

3.9 A perimeter block approach is largely advocated by the site layout and the character zones noted above combining a creative mix of types of family friendly accommodation, communal open spaces and provision for local amenities to enable a community to be rooted within the scheme. The perimeter block principle is the solution which provides intimate, safe internal courtyards on the inside of the site while defining more public spaces on the outside. The boundary between public and private is clearly defined. The only opening within the perimeter is along Ashton Canal, where the scheme opens up to activate the waterfront. This is possible, whilst remaining secure, as the tow-path is on the opposite side of the canal from the development.

- 3.10 The masterplan provides both residential and non-residential uses at ground floor to create an engaged and activated frontage, that supports public and private realms around the site. The layout and orientation of the buildings provide for maximum passive surveillance.
- 3.11 The layout of the buildings has been arranged in order to retain the service yard between Ancoats Works and Hope Mill. This will be accessed via Pollard Street, through gates within the facade. This space between the two buildings will be transformed from the current void space susceptible to littering due to lack of surveillance.
- 3.12 The residential access to the scheme will be via the main entrance on Carruthers Street, along with a secondary entrance on Pollard Street. The townhouses that front directly onto Carruthers Street have been provided with defensible spaces. This is in the form of a fenced front amenity space, which will be heavily planted to create a sense of ownership to each unit, along with a sense of privacy from the pavement. This creates a privacy zone, set back between the front door and the street edge.
- 3.13 The key strategy for the site layout has been to reinstate and create a sense of place and character. This sets a framework in which courtyard based buildings and townhouses can be delivered, reinstating street frontages and creating animation at the ground floor through providing front doors, living room and kitchen windows that overlook the internal courtyard and surrounding streetscape. Other principles which helped define the site layout include:
- The creation of public front elevations, and semi-private and defensible space to the rear;
 - The ability to create and enclose spaces, to flexibly build-up an urban form which has rhythm and relevance; and
 - The creation of flexible multi-user internal spaces that are overlooked, enclosed and active
- 3.14 These design principles have created a firm foundation for an innovative, unique approach for the Ancoats Works development, providing a clear framework for how changes in massing, key elevations and building heights can be mapped out to work with and enhance the principle perimeter block based approach.
- 3.15 The development has been split into four key buildings as described below and shown on the following diagram:
- **Buildings 1 & 2: Hope and Carruthers Buildings** - The Hope and Carruthers buildings are a pair of medium rise blocks which make reference to the height of Hope Mill on the northern edge of the site and Milliner's Wharf to the South. The buildings will deliver at total of 178 homes across 8 storeys (80 homes in the Hope Mill building / 98 homes in the Carruthers Street building) around an enclosed courtyard, open to the west to allow views towards the Ashton Canal and providing a range of residential tenures, unit sizes and types to create a balanced community.
 - **Building 3: The Bank** - The Bank forms the feature landmark to the Ancoats Works development, refined to respond to its location on Pollard Street and retaining the primary views of Hope Mill when approaching the site from the south. The building has been designed to sit comfortably but prominently within its context designed and contains two duplex apartments and a new commercial unit at ground floor.
 - **Building 4: The Works** - The Works is the 4 storey block facing Pollard Street. The footprint of this block is formed from existing walls and Pollard Street façade retained from the original Ancoats Works Building. The block consists of a ground floor containing most of the servicing

for the scheme along with the bin and secure cycle storage. The top three floors will be residential apartments.

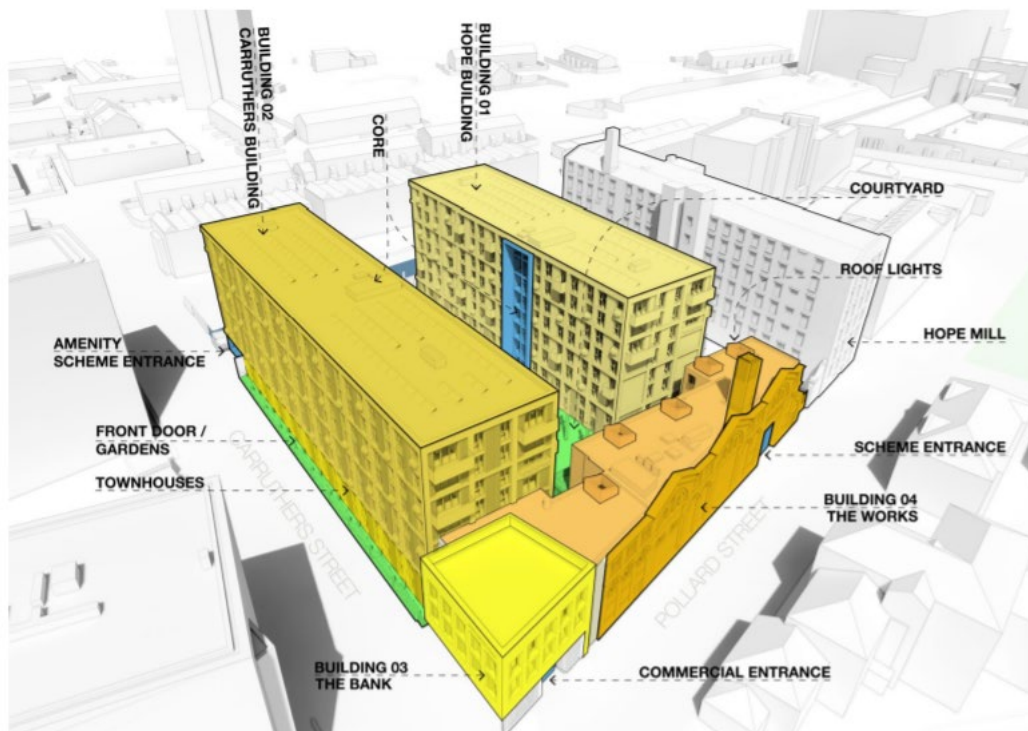


Diagram of Layout and Land Use Principles

Scale and Massing

- 3.16 The design of Ancoats Works has been influenced by the scale of the retained existing historic buildings of Hope Mill and the Pollard Street façade. Historically the site has a history of tall buildings interspersed with smaller scale buildings, notably with the larger mills, including the listed Hope Mill.
- 3.17 A key design principle has always been to reflect and celebrate the site's rich history as part of the wider Hope Mill estate, thus providing the brief for the scale of the project. One key approach was to explore the history of height on the site, in particular the former mills of the Ashton Canal corridor. These brick forms were prevalent around the site and would have been extremely visible on the skyline from across the city. The design team were keen to reflect this by creating a form that appears to be a cluster of brick mill like elements that both spoke to the site's history and created buildings that were strong and durable in form.
- 3.18 There are two primary drivers to the scale and massing of the scheme. The first driver is to retain the dominance of the neighbouring Grade II* listed Hope Mill. This building has determined the maximum height of the scheme at 8 storeys. The second driver is to maintain the long views across the site to Hope Mill as much as possible. Hope Mill can currently be viewed from both the Carruthers/Pollard Street corner and the Ashton Canal.
- 3.19 Viewed from the North West across Ashton Canal, the proposed Hope and Carruthers buildings will be a new feature and represent a continuity of the developing skyline along the canal corridor. The default height of the new buildings is 8 storeys, which has carefully been thought through, as this scale and massing provides the strong urban sense of place yet is lower than the adjacent listed Hope Mill. It facilitates a smooth transition back to the predominant scale of Hope Mill and buildings further north. Importantly the open space in between the new blocks and Hope Mill allows a 'breathing space' to

accommodate the scale of buildings proposed. The proposed development will have aspects perpendicular to Ashton Canal which means that apartments will avoid the North-West orientation and will also mimic the orientation of the original buildings on the site.

- 3.20 The distinct reduction in height at the corner of Carruthers Street and Pollard Street allows for a visual separation from the proposed 8 storey elements and provides vistas of the Grade II* Hope Mill from Pollard Street. The built form of the development has been purposefully stepped back from the neighbouring Hope Mill to ensure that the massing of the building is broken up and impact softened.
- 3.21 The scale of both the Bank and Works buildings is determined by the neighbouring built environment and retention of the 'Ancoats Works' façade. This promotes a 4-storey new build element rising to the same height as the roofscape of the retained façade.
- 3.22 The new build element is set back behind the retained façade, which reduces the apparent height viewed from adjacent street level, enabling appreciation of townscape values and views of Hope Mill. Importantly the setback also enhances the separation, privacy and setting of Crossley Court opposite, while the retained Ancoats Works chimney acts as an important landmark to aide orientation around the development.



CGI of the proposals showing the relationship between the scale of the four buildings proposed and Hope Mill

Appearance

- 3.23 The architectural style of the grid facade takes its inspiration from two places, the neighbouring Grade II* listed Hope Mill and the historic purpose of the original Ancoats Works. The Hope Mill facade has a clear vertical emphasis which is replicated and forms the primary grid of the scheme. It was key that the proportions of this scheme reinterpret this vertical proportion, without directly replicating Hope Mill. The historic use of Ancoats Works was a factory that made the machines that would go into the

neighbouring cotton mills. As such its purpose was both that of metal work but also that of cotton and fabric manufacture. The scheme has used this as inspiration for both the materiality of the facade, but also to inform the grid.

- 3.24 Appropriate façade approaches to each of the individual buildings have been developed to strengthen the emerging characters. The façades will speak to the spaces using scale, rhythm, texture, tonality and tactility to create a genuine human experience. Generally, all façades are very similar with subtle differences or approaches differentiating them from each other.
- 3.25 The material palette for the Ancoats Works development site has been chosen to unify the different blocks as a legible neighbourhood whilst allowing for individual variety, texture and richness, so that each block has its own identity. Materials will be specified to be of a high quality and well detailed with a focus on robust, self - finished materials that weather well with age and are environmentally sustainable. The primary material palette will be brick of both light and dark colours to tie in with existing facades on and around the site. There is a continuity of materials across the Ancoats Works site, along with richness and variety coming from differences in façade composition, crafted detailing and introduction of other materials such as dark and light coloured aluminium to acknowledge the machines made on the site to prepare cotton for weaving. Detail elements such as balconies, window frames, string courses and parapets all fall into a secondary palette particular to each block and these are described in more detail in the plot-by plot descriptions in this report.



CGI showing the different architectural expressions of the Bank and Carruthers buildings.

Public Realm and Landscaping

- 3.26 The landscape strategy aims to build upon the urban design strategy and support the creation of a recognisable Manchester neighbourhood. A network of safe and attractive routes and a high quality

courtyard will ensure the successful integration and appropriation of the development, assisting in generating a place of real urban value.

- 3.27 Consideration has been given to the elements of landscape which bring individuality, a unique character and a distinct sense of place to the different areas of the masterplan, by developing a hard landscape materials matrix, planting palette and street furniture proposals, which are complementary to the architectural building style and appearance, considered alongside the context of the neighbouring historic features of the Ashton Canal and Hope Mill. A series of character areas have, therefore, been designed as per the diagram below.



Plan showing different landscape character areas

- 3.28 The Landscape Masterplan sets out the spatial arrangement for external features within the development. Central to the landscape concept design of this new waterfront community is the sense of being immersed in greenery and nature. The spacing of the new buildings creates generous communal amenity spaces, providing residents with places for outdoor relaxation, informal recreation and socialising. The integration of soft landscape, lawn areas, and an active connection with the canal promotes valuable contact with nature to support mental health and wellbeing. Direct access from each ground floor apartment encourages interaction with the external spaces, and enables people to engage with their neighbours in positive ways.

- 3.29 The following elements were key aspirations that have driven the design of the Landscape Masterplan:

- Create a site which is green, welcoming, safe, and enjoyable to be in.

- Provide a high quality landscape as an amenity for residents, and which provides an uplift to the area.
- Create a pedestrian priority development which promotes sustainable transport methods and minimises the use and impact of cars.
- Reinforce the character of the area, and connect the hierarchy of architecture, streets and spaces, to achieve a landscape design with a distinct sense of place.
- Develop a materials palette which is high quality and low maintenance, in a complementary style to complement the Architectural design and site history, in a way which is sensitive to the surrounding landscape context.
- Increase biodiversity and ecological value by the use of a varied matrix of native and ornamental planting which supports sustainable drainage methods.

3.30 The overall landscape proposals are shown in the landscape masterplan below:



Landscape Masterplan

Access and Parking

- 3.31 Access to the site is currently provided from Carruthers Street and Pollard Street. The existing pedestrian infrastructure surrounding the site provides direct routes to the City Centre and New Islington. The footways bounding the site provide 2m (and above) widths and crossing facilities are in place at the junction of Pollard Street / A662 Merrill Street. Access can also be gained to the canal towpath on the Ashton Canal at Carruthers Street.
- 3.32 The development will be car-free, reflecting its sustainable location and proximity to the City Centre, public transport and cycling networks. The car free nature of the development was agreed in principle with highway officers at MCC through pre-application discussions. It has been agreed with MCC that amendments will be made to the existing Traffic Regulation Order (TRO) on streets bounding the site to provide disabled, car club and loading bay provision, and to allow better control of unregulated street parking.
- 3.33 As discussed during a pre-application scoping exercise with MCC Highways, the TRO proposal includes the provision of double yellow lines on the eastern carriageway edge of Pollard Street and the provision of white lined bays on the western carriageway edge (including a loading bay, three disabled bays, and a car club bay). On the Carruthers Street frontage, the TRO will be amended to provide a consistent length of double yellow line controls and loading controls.
- 3.34 A bicycle store for 126 bikes will be provided at ground floor level, with access provided to this from the Pollard Street frontage. The apartments are also being designed to accommodate bikes to allow a total 100% provision to be met.
- 3.35 Swept paths have been undertaken for service vehicles including a large refuse vehicle and a more typical size delivery vehicle (7.5T Box Van) to show how these types of vehicle can safely access the site from Pollard Street.
- 3.36 Full details of the site access and TRO amendments proposed as part of the development are contained within the submitted Transport Statement, prepared by SK Transport Planning.

Waste Management

- 3.37 The Ancoats Works layout has been designed to accommodate refuse collection, servicing and emergency vehicle access.
- 3.38 The waste management strategy deemed most appropriate is a managed system to be coordinated with MCC's collection strategy. Due to the nature of the layout within the Ancoats Works site access for the refuse vehicle is quite limited. The location of the collection by the refuse vehicle has been identified as per the illustrative diagrams. Within the Ancoats Works building secured shared refuse storage will be located adjacent to the courtyard gardens, they will be naturally ventilated.
- 3.39 The refuse store is not directly accessed from the road and will be managed with bins collected and moved to a designated collection point in the north service yard on the day of collection. The store will be equipped with floor drains for regular cleaning. Refuse drop off is by individual residents. Collection will be a strictly managed process with collection times agreed with the local authority and assisted by the management team on site. It will be agreed with the local authority that additional wheelie bins will be provided for electrical products and collected by the Council when required.
- 3.40 To preserve the character of the important street frontage it was decided that the town houses facing onto Carruthers Street would be provided with shared refuse facilities. Therefore, these dwellings use the shared refuse and recycling storage that are provided for each block in the Works building.

- 3.41 Commercial refuse and recycling has been assumed to be privately managed by the retail units and the refuse storage to be within the retail space served from the elevation along Carruthers Street.
- 3.42 The development comprises of a single commercial unit where all deliveries will be front accessible and managed during agreed times with the management company. The servicing will be generally time limited to cause minimum conflict with the surrounding residential context.

4. Pre-application Consultation and Engagement

- 4.1 This Chapter describes the pre-application consultation undertaken with MCC officers, technical consultees, other statutory bodies, ward councillors and the local community. More details of the programme of consultation with the local community are provided in the Statement of Community Involvement ('SCI') submitted in support of this planning application.

Planning Policy and Legislative Context

National Planning Policy Framework (2021)

- 4.2 The NPPF sets out that the purpose of the planning system is to help deliver sustainable development and in doing so should be a collective enterprise. The NPPF specifically promotes pre-application engagement and the frontloading of consultation, the purpose being to identify issues that can be resolved at the pre-application stage enabling the planning system to function more effectively and efficiently.
- 4.3 As set out in this section, comprehensive stakeholder and community consultation has taken place prior to the submission of the planning application in full accordance with guidance set out within the NPPF.

Localism Act (2011)

- 4.4 The Localism Act provides the context within which the planning system operates. The Localism Act was given Royal Assent on 15 November 2011, setting out the Government's intention of shifting power from central Government back into the hands of individuals, communities and councils. The Localism Act introduced a number of changes to government policy including:
- Decentralisation and strengthening local democracy;
 - Community empowerment; and
 - Re-booting of the planning system including neighbourhood planning.
 - This Act places a responsibility on applicants to:
 - Consult communities, having regard to any advice that their local planning authority may provide;
 - Consider any responses before they finalise proposals and submit their applications; and
 - Account for how they have consulted the local community, what comments they have received and how they have taken those comments into account.

MCC Statement of Community Involvement (2018)

- 4.5 All local planning authorities are required to adopt a Statement of Community Involvement (SCI) setting out how consultation takes place on planning issues. Most SCIs also provide guidance to developers on how they should undertake pre-application consultation within the local community.

The Applicant has taken into account the recommendations and guidance in MCC's SCI. Adopted in 2018, it encourages developers to carry out pre-application consultations on major development

proposals. The SCI states that the decision on whether a proposal will need more in-depth consultation will be based on its nature or scale and will be made by our planning officers, liaising with councillors, regeneration teams, ward co-ordinators and local community groups where appropriate. As well as consulting with the public, MCC encourage developers to consult with specific infrastructure and service providers so that they can advise developers on any need for increased provision of services etc.

Pre-application Meetings with MCC Officers

- 4.6 Pre-application discussions have been held with planning and technical officers at MCC on the evolving scheme during 2021 and 2022.
- 4.7 A high-level summary of key themes discussed with officers to date is provided below:
- Principle of redevelopment and relationship to the Eastlands Regeneration Framework;
 - Land uses;
 - Retention of elements of the existing Ancoats Works buildings, including the Pollard Street façade and cast-iron columns in the landscape;
 - Scale, massing, and relationship to the Grade II* listed Hope Mill;
 - Landscaping;
 - Architectural appearance and materiality.
- 4.8 The information that was discussed at these meetings was met positively by officers at the City Council.

Engagement with Key Consultees

- 4.9 The Applicant was keen to engage with technical officers at the Council and statutory consultees prior to submission to ensure all key issues are raised and addressed. Accordingly, the Applicant has engaged with the following parties prior to the submission of this application:
- Canals and Rivers Trust
 - Historic England

Consultation with the Community

- 4.10 The Applicant is committed to meaningfully engaging local residents and stakeholders and took an open and inclusive approach to consultation. A public consultation was undertaken from Friday 19th November – Monday 6th December 2021 (with a Consultation Event held on Monday 29th November) to secure feedback on the proposed development and address any questions directly. The consultation included:
- Varied methods of engagement and awareness raising, including community contact points; information on a dedicated local consultation website; a newsletter including a questionnaire sent directly to local residents and businesses; stakeholder correspondence; promotion of the consultation through social media channels; and a public consultation event at a venue close to the site

- Updates and meetings offered key stakeholders and interested parties
- A proactive approach to engagement with the media

4.11 A Consultation Report prepared by Font Communications has been submitted with this application, which presents an overview of the views and feedback from the consultees that have been engaged in the process. All the comments received during the consultation have been logged and analysed and, where appropriate, taken into account in the shaping of the planning application. These comments have assisted in understanding the issues that are of most interest to consultees; especially those residing in the surrounding local community

Summary

4.12 In summary, the applicants have carried out significant consultation with the local community, MCC officers and other key consultees through pre-application discussions. These have enabled a clear understanding of Officers' and technical consultees' requirements for the proposed development. These requirements have been taken into account, where possible, during the development of the proposed scheme. Full details of the extensive public consultation exercise undertaken by the Applicants are provided within the submitted Consultation Report prepared by Font Communications.

5. Planning Policy Framework

- 5.1 This chapter sets out the relevant national and local planning policy and other material considerations that the proposed development will be assessed against.

The Development Plan

- 5.2 Section 38(6) of the Planning and Compulsory Purchase Act 2004 requires local planning authorities to determine planning applications in accordance with policies contained within the Statutory Development Plan unless material planning considerations indicate otherwise. In this case the Development Plan for MCC comprises:

- The Manchester Core Strategy (adopted July 2012) and Proposals Map; and,
- Saved policies from the Unitary Development Plan (2004).

- 5.3 As defined by the Proposals Map, the site is not allocated for a specific use, however it is located within the Regional Centre (Policy EC3) and within East Manchester (Policies EC5 and H4). It is also located within an area to the east and north of Manchester City Centre identified as a 'Strategic Housing Location' (Policy H2), as shown on the map extract below.

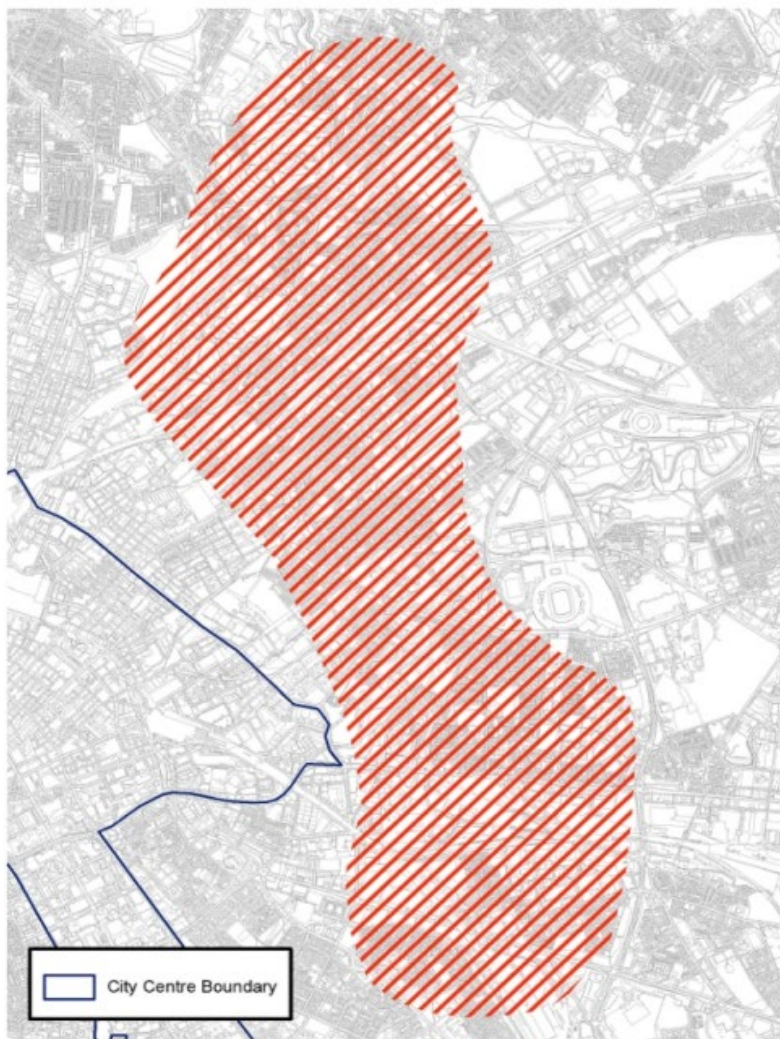


Figure 1: Strategic Housing Location Map

Manchester Core Strategy

- 5.4 The Manchester Core Strategy was adopted by the City Council on 11 July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy.
- 5.5 The key policies of the Core Strategy which apply to the application site are summarised below. All other policies relevant to the determination of the application are summarised in the Policy Schedule enclosed at **Appendix III**.
- **Policy SP1 – Spatial Principles** - provides the key spatial principles that will guide the strategic development of Manchester to 2027. The policy encourages the centre to be a focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living. Policy SP1 also states that the city is covered by regeneration frameworks and all development should have regard to the character, issues and strategies set out in the prospective plans. This policy also encourages development to minimise emissions, and to reduce the need to travel by locating development close to jobs, services, education and open space.
 - **Policy EC2 - Existing Employment Space** - states that the Council will seek to retain and enhance existing employment space and sites. Alternative uses will only be supported on sites allocated accordingly or it can be demonstrated that the existing use is un-viable, incompatible, unsuitable or on balance, the proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.
 - **Policy EC3 - The Regional Centre** - the site falls within the defined Regional Centre as set out in Policy EC3, which states that development for employment generating uses will be promoted within the Regional Centre. The policy states that housing will also be an appropriate use within the Regional Centre and should generally be a location where higher density development is appropriate.
 - **Policy EC5 – East Manchester** – states that East Manchester is expected to provide approximately 80-85ha of employment land, the majority of which will be within the Regional Centre. It also states that the Council will promote development which creates links to the Rochdale and Ashton Canals, providing opportunities for walking and cycling to economic development opportunities and development which has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.
 - **Policy H1 – Overall Housing Provision** - states approximately 60,000 new dwellings will need to be provided in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy.
 - **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. It states that in locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- **Policy EN3** – Heritage – states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. New developments must be designed so as to support the Council in preserving or, where possible, enhancing 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.

Other Relevant Core Strategy Policies

5.6 The following additional Core Strategy policies are relevant to this planning application:

- Policy H8 – Affordable Housing
- Policy T1 – Sustainable Transport
- Policy T2 – Accessible areas of opportunity and need
- Policy EN1 – Design Principles and Strategic Character Areas
- Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- Policy EN5 – Strategic Areas for low and zero carbon decentralised energy infrastructure
- Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies
- Policy EN8 – Adaptation to Climate Change
- Policy EN9 – Green Infrastructure
- Policy EN14 – Flood Risk
- Policy EN15 – Biodiversity and Geological Conservation
- Policy EN16 – Air Quality
- Policy EN17 – Water Quality
- Policy EN18 – Contaminated Land and Ground Stability
- Policy EN19 – Waste
- Policy PA1 – Developer Contributions
- Policy DM1 – Development Management

Relevant Unitary Development Plan (UDP) Policies

5.7 The Manchester UDP was adopted by the Council in July 1995. The Manchester Core Strategy replaces significant elements of the UDP. The following saved policies are relevant to this planning application and are summarised at **Appendix III**:

- Citywide Development Control Policy DC7.1 - New Housing Development
- Citywide Development Control Policy DC10.1 -10.2 – Food and Drink Uses

- Citywide Development Control Policy DC19.1 – Listed Buildings
- Citywide Development Control Policy DC20.1 - Archaeology
- Citywide Development Control Policy DC26.1 -DC26.2 – Development and Noise

Other Material Considerations

5.8 There are a series of other planning policy guidance documents at a local and national level that are relevant to the determination of this application, including:

- Regeneration Frameworks;
- Manchester Residential Quality Guidance (December 2017);
- Guide to Development in Manchester Supplementary Planning Document (April 2007);
- Manchester Green and Blue Infrastructure Strategy (2015);
- Emerging Greater Manchester Spatial Framework (GMSF);
- The National Planning Policy Framework ('NPPF') (August 2021); and
- Planning Practice Guidance (June 2021).

5.9 A summary of the above documents is set out below.

Regeneration Frameworks

Eastlands Regeneration Framework

- 5.10 In 2011, MCC approved the Eastlands Regeneration Framework ('ERF'), which was developed to guide a wide range of actions and activities emerging at the Etihad Campus. Since that time, significant investment and development activity has taken place in the area and in 2017, MCC approve a further revised version of the Eastlands Regeneration Framework ('the 2017 Framework') which was prepared with a view to shaping the market, continuing to meet the needs of East Manchester and capturing new investment opportunities. This new Framework was put in place to guide the next phase of commercial and associated development in and around the Etihad Campus as well as connecting with the established eastward expansion of the City Centre taking place in Ancoats and New Islington.
- 5.11 Since the 2017 Framework was developed, consulted upon, and subsequently approved, the economic growth in the City has continued at pace, with up to fifteen years of employment growth now likely to be delivered in half that time. The impacts of this growth trajectory resulted in a further update to the Framework to broaden both its geographical scope and its ambition, which was approved in March 2016 ('the 2019 Framework').
- 5.12 A detailed summary of the Eastlands Regeneration Framework in relation to the site is set out in Chapter 6 of this Planning Statement however in summary, the site is located with Area 3: Holt Town where a mixed-use neighbourhood is anticipated, including higher density residential development.

Manchester Residential Quality Guidance (December 2017)

- 5.13 The Manchester Residential Quality Guidance ('MRQG') was published in draft in August 2016 and adopted by the City Council's Executive in December 2017 and sets out MCC's design and quality standard for new housing. The quality guidance demands design excellence in all new housing built in the city, sets minimum space standards and seeks to ensure high environmental standards.
- 5.14 The MRQG sets out the nine components that 'combine to deliver high quality residential development, through safe, inviting and sustainable neighbourhoods where people want to live' and developers are expected to refer to the guidance throughout the planning and development process and any new development should comply with it unless otherwise justified.
- 5.15 The space standards proposed are the same as the minimum standards in the London Housing Design Guide which the Council previously guided development towards. The standards relevant to the proposed development are:
- 1 bedroom, 1 person – 39sqm
 - 1 bedroom, 2 person – 50 sqm
 - 2 bedroom, 3 person – 61 sqm
 - 2 bedroom, 4 person – 70 sqm
 - 3 bedroom, 6 person – 95 – 105 sqm
- 5.16 The MRQG requires good quality residential developments to exhibit an active ground floor to facilitate animated and interesting streets which the development makes provisions for. Public realm should be an integral part of all new residential development to ensure that Manchester's neighbourhoods are attractive, vibrant and successful. Landscaping and new public realm forms an integral part of the application proposals. The MRQC also requires residential development to be functional and offer practical solutions to waste management, recycling facilities, cycle parking and storage.

Guide to Development in Manchester Supplementary Planning Document (April 2007)

- 5.17 This document provides further non-statutory planning guidance on bringing together environmental, economic and social development principles to assist in the creation of a cohesive and sustainable city.
- 5.18 The document summarises the main development principles in Manchester and encourages developers and investors to apply these consistently. The document also provides details regarding the delivery of achievable and financially viable approaches to all aspects of sustainability.

Green and Blue Infrastructure Strategy (July 2015)

- 5.19 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods. The objectives of the Strategy include using appropriate infrastructure to create successful neighbourhoods and support the city's growth.
- 5.20 The strategy sets out that urban green spaces, including private gardens, pocket parks, street trees, verges, green roofs and green walls are all considered to be green infrastructure. These types of infrastructure plan an important role as part of Manchester's overall resource.

- 5.21 The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within City Centre developments. The Strategy recommends that Developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.

Emerging Greater Manchester Spatial Framework

- 5.22 The Greater Manchester Spatial Framework (GMSF) is a joint plan for Manchester that sets out to provide the land for jobs and new homes across the city region. The framework, which has been in preparation by all 10 Councils, seeks to ensure that the region has the right land available in the right places to deliver the homes and jobs needed up to 2035, and identify the new infrastructure such as transport, schools, health centres and utility networks required to achieve this.
- 5.23 The GMSF Publication Plan 2020 was presented to AGMA Executive Committee on 30 October 2020 and was set out to be approved by all ten councils, however Stockport Council withdrew from the GMSF in December 2020. The GMSF is now being pursued by the remaining 9 councils and is now known as 'Places for Everyone' (PfE). A consultation on the PfE Publication Draft took place between August and October 2021 and the Plan is due to be submitted for Examination imminently.
- 5.24 Within the PfE, there is an overwhelming support for additional housing within Greater Manchester and high-density residential development is highly encouraged in the most sustainable locations to help meet housing need.

The National Planning Policy Framework

- 5.25 The NPPF sets out the Government's planning policies for England and how these are expected to be applied. The overall emphasis of the NPPF is to reiterate the Government's key objectives of boosting the supply of housing, facilitating economic growth, and securing sustainable development. The NPPF is a significant material consideration in the determination of this application and a summary of the relevant policies is provided in **Appendix III**.
- 5.26 Overall, the NPPF makes it clear that Local Planning Authorities should look for solutions rather than problems, and decision-takers should seek to approve applications for sustainable development.

Planning Practice Guidance

- 5.27 On 6th March 2014 the Department for Communities and Local Government launched the online Planning Practice Guidance (PPG) as a web-based resource to further simplify and bring together planning practice guidance for England in an accessible and usable way. It has been subsequently updated and added to, most recently in June 2021. The PPG is intended to assist practitioners and provide further guidance on the interpretation of national planning policy within the NPPF. It is therefore a significant material consideration in the determination of the application.

Summary

- 5.28 This Chapter of the Planning Statement has identified the Development Plan Documents and other material considerations to be taken into account in the determination of the application. As defined by the Proposals Map, the site is located in the Regional Centre and within East Manchester. It is also within an area identified as a 'Strategic Housing Location'. Furthermore, it is covered by the Eastlands Regeneration Framework which seeks to promote mixed-use development in this area.
- 5.29 The existing and emerging policy framework prioritises the delivery of new homes on previously developed land in sustainable locations with good access to employment areas, public transport,

services and amenities. The site is located in a highly sustainable location close to the Metrolink and City Centre transport hubs, major employment locations and also has good access to the highway network.

- 5.30 The site will deliver a high quality residential-led development in a Strategic Housing Location in accordance with adopted and emerging planning guidance.

6. Strategic and Regeneration Context

- 6.1 This chapter sets out the strategic and regeneration context which has shaped the development proposals at the site.

The Eastlands Regeneration Framework

- 6.2 The regeneration of East Manchester has been a long-term priority for MCC and over the last 25 years, it has sought to transform the physical, economic, social and environmental fortunes of the area. At the heart of the renaissance of East Manchester has been the Etihad (formerly the City of Manchester) Stadium and the complex of sporting assets on the Etihad Campus developed for the hosting of the 2002 Commonwealth Games. The Stadium has acted, and still acts, as the beacon of the economic transformation of East Manchester, a symbol of change and improvement in the fortunes of the area.
- 6.3 The economic growth momentum in the city has continued to grow at a pace not predicted by any forecast, with 10 to 15 years of employment growth likely to be delivered in half that time. The impacts of that positive economic dynamic are now clearly flowing into East Manchester from the City Centre, in particular, the area between the Etihad Stadium and Great Ancoats Street, where the site is located.
- 6.4 In 2011, the Eastlands Regeneration Framework ('ERF') was developed to guide a wide range of actions and activities emerging at the Etihad Campus. An updated version was then put in place in 2017 to guide the next phase of commercial and associated development in and around the Etihad Campus as well as connecting with the established eastward expansion of the City Centre taking place in Ancoats and New Islington. A further update was then approved in 2019 to reflect the opportunities and challenges arising from the growth of the city.
- 6.5 The ERF area is split into 6no. distinct sub-areas. The site is located within Area 3: Holt Town, the boundary of which is shown on Figure 2 below, which shows an aerial view of Area 3 from the south. The site is located at the eastern-most end of Area 3 as denoted in purple on Figure 2 below.



Figure 2 – Aerial View of Area 3: Holt Town (with the site highlighted in purple)

- 6.6 One of the overarching objectives for the Eastlands area is delivering the widest possible housing choice for a growing and changing population, which is to run side by side with the opportunities to expand new employment in the area. Ancoats and New Islington, to the west of Eastlands and on the eastern

fringe of the City Centre are two communities that are undergoing significant regeneration into important new residential neighbourhoods and there is an imperative for this success to continue to expand further into East Manchester.

- 6.7 The ERF aims to create a distinctive sense of place and new developments should seek to support the regeneration, status and place-making potential of iconic assets and places, including the historic mills and the Ashton and Rochdale canals. It states that the dominant mill buildings should continue to set the height and massing for structures in the Holt Town area and that whilst massing and density across the Regeneration Framework area will vary, it should anticipate the emergence of the area as an edge of City Centre scale development, with a density and massing that facilitates vibrant activity and multiple land uses. Development projects should realise the full potential of the tram system as an enabler of density and permeability and the reducer of car use.
- 6.8 The ERF states that within Area 3: Holt Town, a mixed-use neighbourhood is anticipated of higher density residential including family homes, employment space for a wide variety of businesses from makers to tech, and a cultural and entertainment cluster. It also states that development should bring natural surveillance and new activity to the streetscape and towpath, and should build on the existing gridded network of streets to re-establish Holt Town's urban grain and support a critical mass of new development around the canal and its listed buildings.

Summary

- 6.9 Over the last two decades, successive iterations of the ERF set out a long-term, integrated regeneration strategy for east Manchester which has evolved over time. Following on from the success of the Etihad Campus development, there is a renewed focus upon expanding the City Centre eastwards and continuing to build upon the successful regeneration that has taken place and is continuing to happen in Ancoats and New Islington. The site is located within the Holt Town Area which has long been earmarked as a suitable location for mixed-use redevelopment.
- 6.10 The current strategic context is fully supportive of a residential-led development at the application site, which will deliver important regenerative benefits for the Holt Town Area. Whilst the site is not covered by specific guidance in terms of exact land uses, heights etc. there are several guiding principles within the ERF which the proposed development has had regard to including a focus on higher densities and to support the place-making potential of the area's key assets including its listed mill buildings and the Ashton Canal.
- 6.11 The principle of a residential-led development with ground floor commercial uses at the site is therefore entirely acceptable and will make a significant contribution to the regeneration of the Holt Town Area and the creation of a new sustainable neighbourhood.

7. Planning Assessment

- 7.1 Under the provisions of Section 38 of the Planning & Compulsory Purchase Act 2004, local planning authorities (LPAs) are required to determine planning applications in accordance with policies contained within the statutory Development Plan unless material planning considerations indicate otherwise.
- 7.2 This chapter demonstrates that the proposed development accords with the Development Plan and supports the Council's aspirations for the regeneration of the site and surrounding area. Further technical considerations are set out in Chapter 8 of this Planning Statement. Consideration is given in this chapter to the following key issues:
- Regeneration and principle of residential development;
 - Heritage Considerations;
 - Housing typologies and mix;
 - Height and density;
 - Design and creating a sense of place;
 - Public realm and amenity;
 - Access and connectivity;
 - Car and cycle parking;
 - Affordable housing and viability;
 - Blue and green infrastructure; and
 - Sustainable development/ scheme benefits.

Regeneration and the Principle of Residential Development

- 7.3 Regeneration is an important planning consideration. Over the past fifteen years MCC has successfully regenerated areas such as Piccadilly, Spinningfields, the commercial core, around Manchester Central, the Northern Quarter, the Civic Quarter, Castlefield, and Eastlands. This is an ongoing process and much remains to be done if the Region and City Centre are to remain competitive.
- 7.4 Manchester City Centre and its surrounding growth areas are the primary economic driver in the City Region and are crucial to its long term economic success. It is essential therefore that the City Centre and surrounding areas continue to grow and provide new development that is supportive of regeneration principles, in particular residential development supported by employment opportunities and retail uses.
- 7.5 The Ancoats Works site is situated within the Regional Centre of Manchester and within East Manchester. Policy SP1 states that the Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high-quality city living.

- 7.6 The site is also located within an area identified in the Core Strategy as a 'Strategic Housing Location' for new residential development throughout the plan period where the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits will be supported.
- 7.7 Furthermore, the site is also covered by the Eastlands Regeneration Framework ('ERF'), the first iteration of which was approved in 2011, followed by subsequent updates in 2017 and 2019. The purpose of the ERF was to set out a long-term, integrated regeneration strategy for East Manchester which has evolved over time to focus upon expanding the City Centre eastwards and continuing to build upon the successful regeneration that has taken place and is continuing to happen in Ancoats and New Islington. The site is located within the Holt Town Area which has long been earmarked as a suitable location for mixed-use redevelopment including new homes. One of the overarching objectives for the Eastlands area is delivering the widest possible housing choice for a growing and changing population.
- 7.8 The site is a previously developed, brownfield site located on the fringe of the existing urban area with excellent transport links. In its current form, it is under-utilised and makes little contribution to local economy or townscape. Both national and local planning policy aims to support the redevelopment of brownfield land. One of the key spatial principles set out within Policy SP1 is to reuse previously developed land wherever possible. Similarly, NPPF Paragraph 120 requires planning decisions to give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.
- 7.9 There was a previous planning permission granted in March 2019 for new office accommodation for Pretty Little Thing (PLT) – a subsidiary of the wider Kamani Group. After more extensive cost exercises and feasibility studies, however, it was decided that this was not a viable option for PLT. This together with the global pandemic and the introduction of working from home meant that it made greater economic sense to extend PLT's current office at Wellington Mill to house its office requirements. As a result, it is no longer viable to retain the previous industrial use on Site. Whilst this is unfortunate, the loss of potential industrial space for high density residential and mixed-use provision is a principle supported in local planning policy.

Loss of Employment Use and Former Public House

- 7.10 Given the established use of the majority of the site area is for employment purposes, Policy EC2 (Existing Employment Space) is engaged which seeks for existing employment space and sites in Manchester to be retained and enhanced. However, it is important to note that the existing buildings on site are either vacant or under-utilised and therefore make little contribution to City's employment offering in their current form.
- 7.11 It is also notable that Policy EC2 includes a provision which states that alternative uses will be supported on sites where proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use. It is considered that the proposals are able to offer significantly greater benefits to the City Council's vision and objectives than the existing established use, given the site makes little contribution to the local economy as 'employment space'. Accordingly, we consider the proposals accord with both local and national planning policy objectives for the reasons set out below.
- 7.12 The redevelopment of the site will provide important benefits to the local area and indeed Greater Manchester, comprising of aesthetic and economic benefits, alongside social benefits including the provision of new residential development to contribute towards the local authority's housing requirements and which will also increase housing choice in the area.
- 7.13 The site comprises previously developed land and is presently under-utilised in its current form. The redevelopment of this land therefore accords with both local and national planning policy which

encourages the re-use of brownfield land to provide for new development, including the vision for Holt Town as set out in the approved Eastlands Development Framework.

- 7.14 The surrounding area provides a mix of retained employment and industrial uses, alongside new residential and commercial uses which represent the regeneration that has taken place in this area over recent years. The development will contribute to the mix of uses in the locality and will be appropriately placed, to deliver high quality, high density residential led development in a highly sustainable location in accordance with the Eastlands Regeneration Framework and the strategic regeneration aspirations for the area.
- 7.15 Further to the established employment use, the proposals will also result in the loss of the former Bank of England pub. The former pub is long term vacant, having been unused and boarded up for a significant number of years. There are no specific local policies in the Core Strategy that preclude the change of use or redevelopment of former public houses. The property is not designated as a community asset and currently makes no contribution to the local community as an amenity, nor is there any realistic prospect of the former pub use being revived. Whilst the proposals seek to demolish the vacant public house, a new commercial use will be included on the ground floor of the new Bank building providing a new amenity for local residents in the development and the wider area.
- 7.16 Accordingly, the proposed development will make a much greater contribution to the local area. It will improve the appearance of the site immeasurably and will include the provision of new commercial/leisure floorspace in this corner of the site, in place of the former pub, which will provide a new active ground floor use and help to re-activate the street in this location.

Summary

- 7.17 In summary, the regeneration of the site and principle of a new residential-led development accords with the Development Plan (Policies EC2, EC3, H1 and H2) and the ERF and is further supported by the previous outline permission on the site. Thus, the principle of residential development at the site is acceptable.

Heritage Considerations

- 7.18 A Historic Environment Desk Based Statement (HEDBS) has been prepared by Archaeological Research Services Ltd (February 2022) and is submitted with the planning application.
- 7.19 There are no heritage designations (Scheduled Monuments, Grade I, II* and II Listed Buildings, Conservation Areas (CA), Registered Parks and Gardens or Registered Battlefields) within the Site boundary. The nearest CA is Ancoats CA 440m to the north-west. As outlined in the HEDBS there are nine designated heritage assets within the wider 300m study area. They comprise one Grade II* and eight Grade II listed buildings, the majority of which comprise former mill buildings or canal structures, and almost all of which are located on either the east and west banks of the Ashton Canal. The nearest of these to the Site are the Grade II* listed building, Hope Mill, located directly adjacent to the east of the Site and a Grade II Listed bridge (Bridge No.4 over the Ashton Canal) located directly to the north-west of the Site.
- 7.20 There is one non-designated element of the built environment within the Site, the former Bank of England Public House which is located in the southern corner of the Site. The Site is also the location of the former Ancoats Works complex which was once a part of George Clarke & Co. cotton works at Hope Mill and later converted by Hetherington & Co. into an engineering works known as Ancoats Works.
- 7.21 The HEDBS identifies that the Development would potentially impact the setting of above ground heritage assets due to the removal of a former mill structure and the inclusion of new buildings.

However, the retention of the Pollard Street elevation (arguably the most significant of the entire Ancoats Works complex) and attached gates, as well as parts of the building to the rear, will allow for the positive aspects of the streetscape to be retained whilst removing those areas which currently detract from it. It is therefore considered that the Development would have a negligible impact on the nearest listed buildings and structures given the on-site elements to be retained, the derelict condition of the on-site structures to be removed, and the relationship between them and other elements of the Ashton Canal.

- 7.22 The HEBDS concludes that a balance has been attained regarding NPPF which assessed a sensitive design scheme, the impact on assets and appropriate mitigation measures, which has resulted in Less than Substantial Harm to heritage assets within and surrounding the site. Regarding the buildings to be demolished and below ground archaeology once these assets have been mitigated and recorded the resulting harm would be considered minor-negligible.
- 7.23 In accordance with the NPPF it is considered that the public benefits such as provision of housing, redevelopment of a brownfield site, improvements to landscaping and visual appearance and many others as set out further on in this section clearly outweigh the less than substantial harm identified. Overall, it is considered the development accords with Policies ENV3 and DC19.

Housing Typologies and Mix

- 7.24 A diverse range of housing will be required to meet population and household growth in Manchester. Smaller households are forecast to account for over half the growth in households. It is anticipated that this will further strengthen the demand in apartments, particularly given cost pressure and the increased reliance on private rented accommodation.
- 7.25 A key part of the overall strategy in both the Core Strategy and the ERF is to maximise the amount of development on brownfield sites in the most accessible locations. In order to deliver the necessary densities, an increasing proportion of new dwellings will be in the form of apartments.
- 7.26 The proposed development will deliver a mix of apartment types as follows:
- 68 no. 1 beds (35%)
 - 112 no. 2 beds (63%)
 - 3 no. 3 beds (2%)
- 7.27 The percentage of 1 bed apartments within the scheme has been driven largely by the retention of the existing Ancoats Works building fronting Pollard Street in which the historic layouts are suited to 1-bed accommodation to avoid demolishing original internal fabric that the Applicant wishes to retain for heritage, sustainability, and cost benefits. Within the new buildings proposed, i.e. the Carruthers, Hope and Bank buildings, the percentage of 1 bed apartments is reduced 31%. Overall, however, it is felt an appropriate balance has been struck between heritage retention, minimising the provision of 1-bed apartments, and deliverability, and the overall percentage remains in line with precedents set elsewhere in recently consented residential developments in the city centre.
- 7.28 The quality and mix of the product and the size of the apartments will appeal to a wide variety of people wishing to live in this area, including families. The Manchester Residential Quality Guidance (2016) requires the space standards of new dwellings to comply with National Described Space Standards as a minimum and reflect the London Housing Design Guide standards. These National Space Standard standards have been fully met throughout the proposed development and will contribute to a high quality of life of those who live within the buildings.

- 7.29 The design of the individual apartments has evolved with reference to the overarching principles of the Manchester Residential Quality Guidance, as well as the key design aspirations relating to space and daylight, storage and privacy. In addition, the design of the apartments has been considered in light of the space standards referred to within the document and the layout and planning of the units will ensure the apartments make best use of the space, and views, afforded to them. This is illustrated on the proposed floorplans submitted with the application.
- 7.30 Overall, the proposed development provides a suitable mix of high-quality apartments and duplex apartments which have been designed to National Space Standards. The range of one, two and three bed dwellings will appeal to a range of occupants, including families.

Height and Density

- 7.31 Core Strategy Policy H2 states that in locations which are close to the City Centre, such as the Holt Town (where the site is located), higher densities will be appropriate.
- 7.32 Similarly, the ERF states that the dominant mill buildings should continue to set the height and massing for structures in the Holt Town area and that whilst massing and density across the Regeneration Framework area will vary, it should anticipate the emergence of the area as an edge of City Centre scale development, with a density and massing that facilitates vibrant activity and multiple land uses. The ERF also states that development projects should realise the full potential of the tram system as an enabler of density and permeability and the reducer of car use.
- 7.33 There are two primary drivers to the scale and massing of the scheme. The first driver is to retain the dominance of the neighbouring Grade II* listed Hope Mill. This building has determined the maximum height of the scheme at 8 storeys.
- 7.34 The second driver is to maintain the long views across the site to Hope Mill as much as possible. Hope Mill can currently be viewed from both the Carruthers/Pollard Street corner and the Ashton Canal. Therefore, the scheme has enacted two key strategies. Firstly the two linear blocks have been aligned with Hope Mill along the canal edge. This has ensured that Hope Mill will still be visible when walking along the canal tow path from the city centre. Secondly the corner building on Pollard Street and the new elements behind the existing Ancoats Works facade have taken their height from the existing Ancoats Works wall height at four stories. This retains the current views of Hope Mill that can be seen on site today. It is therefore considered that the proposed development is of an appropriate height and density, and is in accordance with the principles set out in the ERF.

Design and Creating a Sense of Place

- 7.35 Ancoats Works was once a site of industry and manufacturing, it was buzzing and vibrant with activity. But today the complex of buildings on the site are both vacant and dilapidated. The site has no purpose, no energy and provides little to no benefit to the community that it lives within. This development will breathe new life into the site and create a lasting legacy for the historic Ancoats Works.
- 7.36 The scheme will transform the site back into the vibrant place that it once was. But where there was once industry there will now be a community. A community of residents, of families, of workers, of people. The scheme will respect the Ancoats Works of the past by retaining the key historic and architectural assets. Whilst creating the Ancoats Works of future. A complex of residential buildings that sit perfectly within their context, respecting the Grade II* listed Hope Mill next door and the retaining the historic Ancoats Works façade along Pollard Street.

- 7.37 This development will transform the area dramatically, opening up the site to the waterfront, creating a large green courtyard in the centre of the scheme, retaining key historic architectural features of the site and activating all of the publicly accessible façades.
- 7.38 The proposed development is therefore considered to represent a truly considered design, appropriate in its context and fit for purpose. The proposals are thus in line with Core Strategy Policies EN1, DM1 and EN3.

Public Realm and Amenity

- 7.39 Consideration has been given to the elements of landscape which bring individuality, a unique character and a distinct sense of place to the different areas of the masterplan, by developing a hard landscape materials matrix, planting palette and street furniture proposals, which are complementary to the architectural building style and appearance, considered alongside the context of the neighbouring historic features of the Ashton Canal and Hope Mill.
- 7.40 The main residential amenity space is of c.100sqm is located at the west end of Carruthers Street adjacent to the bridge over Ashton Canal. The upper level of the space contains the Reception, Post Room and Building Management office. In the centre of the space is circulation that will bring residents down from the Carruthers Street level to the Ground Floor level. On the Ground Floor is the Amenity Space. This is a large double height space that will act as a social hub for the residents of the scheme. From this space residents will circulate out into the courtyard and on to the entrances to the individual blocks.
- 7.41 The vast majority of apartments will benefit from views into the high quality landscape courtyards and spaces that will be provided. Many will also get views along the Ashton Canal. The Works block has a first floor roof terrace that directly overlooks the central courtyard terraces. Apartments on the ground floors will have doors out into the landscaped space.
- 7.42 There will be a wide variety of external areas for socialising. These vary from small intimate spaces to larger spaces where groups can socialise. There will be a small community allotment in the north east corner of the site where residents can grow plants. Many apartments will have external planter boxes. The plant types used in these boxes will be selected to be robust enough to survive the exposed conditions with relatively little maintenance. Species will be evergreen, including ferns and trailing plants such as ivy. Balcony planters will be maintained by the Management Company as part of the ongoing façade maintenance, ensuring they will have consistence appearance and remain attractive all year round.
- 7.43 Across the Site every effort has been made to retain existing trees and vegetation where possible. In addition, new planting of varying species are proposed in the planting schedule, which include c.40 of new semi-mature trees, focal trees and proposed orchard trees. The provisions are in accordance with policies EN1, EN9 and EN15 as well as the objectives of Manchester's Green and Blue Infrastructure Strategy.

Access and Connectivity

- 7.44 Within all areas of the development the landscape design promotes pedestrian priority uses complying with health and safety regulations. Accessible footpaths for wheelchairs users will be provided to gain access to all areas of the development. Handrails and slip-resistant corduroy tactile paving have been specifically designed for the stairs of the maintenance entrance located at Carruthers Street to the south-west of the site, to protect maintenance workers against hazards and falls from height.

- 7.45 Located within easy walking distance throughout the development, seating will be positioned to avoid trip hazards, providing a convenient and comfortable place for people and those with limited mobility to rest. Benches will include back and arm rests and be warm to the touch with the use of timber top as a primary material. Picnic tables will cater for those with impaired mobility.
- 7.46 The use of contrasting materials, planting with splashes of colours, planting textures, and scents will create sensory clues for people with limited visibility. Within the Green Heart Garden, sensory planting in raised planters will be used in proximity of the lounge seating to be enjoyed from a seated position. The scheme does not have steep gradients; all pedestrian accessible areas are 1:40 maximum gradient. The scheme proposals will be designed and detailed in accordance with Approved Document Part M and BS8300.

Car and Cycle Parking

- 7.47 It is proposed that there are no car parking spaces within the site, with only disabled parking spaces along Pollard Street as the development meets the standard appraisal criteria for car-free living regularly used by MCC Highways Officers. A full assessment of which is set out in the submitted Transport Statement. In this instance, it has been agreed with MCC that three disabled car parking spaces will be provided on street.
- 7.48 The ground floor communal bike stores will provide for 122 cycles or 63% of the apartments, however 99 of the homes have been designed with the ability for residents to take their bike into their home, with a ground floor provision allowing for those who don't want this choice, or have other accessibility issues. This will provide in total 221 cycle spaces across the scheme.
- 7.49 An Interim Travel Plan has been prepared and this sets out the broad principles of the transport strategy that will be used to assist residents to live active and sustainable lives. The Interim Travel Plan will form the basis for the full Travel Plan that will be prepared on occupation of the development. The requirement to prepare a full Travel Plan will be secured by a suitably worded planning condition.
- 7.50 Accordingly, the proposed development is in accordance with Policies T1, T2 and T3 of the Core Strategy.

Affordable Housing and Viability

- 7.51 The National Planning Practice Guidance (PPG) provides guidance for Applicants and Councils stating that decision-taking does not normally require consideration of viability. However, where the deliverability of the development may be compromised by the scale of planning obligations and other costs, a viability assessment may be necessary.
- 7.52 A Financial Viability Assessment is submitted to accompany the planning application which considers the financial viability of the proposals, taking into account development costs and the anticipated value of the proposed development on completion. This will be used to determine if the development can contribute to the delivery of affordable housing, as well as any other potential requested developer contributions. The submitted Assessment has tested appraisals of both a scheme for 100% open market sale and a scheme containing 20% on site affordable housing and found that with 20% affordable housing, a negative residual land value is generated, resulting in a viability deficit and an undeliverable scheme. It therefore recommends that the affordable housing and planning obligations are reduced accordingly to reflect scheme viability.

Blue and Green Infrastructure

- 7.53 The Manchester Green and Blue Infrastructure Strategy and Action Plan aims to build on investment to date and create a high quality, well maintained green and blue spaces which are integral part of neighbourhoods.
- 7.54 The Strategy identifies a number of actions, including embedding green infrastructure as part of residential development and within City Centre developments. The Strategy recommends that Developers should consider how green and open space can work best to achieve this and form an integrated part of the overall scheme.
- 7.55 The proposals have taken all available opportunities to maximise blue and green infrastructure on the site, as set out in the proposed landscape strategy. Central to the landscape concept design of this new waterfront community is the sense of being immersed in greenery and nature. The spacing of the new buildings creates generous communal amenity spaces, providing residents with places for outdoor relaxation, informal recreation and socialising. The integration of soft landscape, lawn areas, and an active connection with the canal promotes valuable contact with nature to support mental health and wellbeing.

Sustainable Development/ Scheme Benefits

- 7.56 The NPPF sets out at Paragraph 8 that sustainable development should have positive economic, social and environmental benefits and meet the needs of the present without compromising the needs of future generations. The proposed development would deliver a wide range of significant benefits which are set out below.

Economic Objectives

- 7.57 The development of the site will contribute to building a strong, responsive and competitive economy. In particular:
- Significant investment and jobs will be provided through the construction period with additional local training and apprenticeship opportunities, in accordance with Policy PA1 (Developer Contributions).
 - Additional household spend created by the new residents of the development, in accordance with Policy H1 (Overall Housing Provision).
 - The development will lead to important wider regeneration benefits for East Manchester through the catalyst effect the regeneration of this site will have on the wider area between the City Centre and the Etihad Stadium, an ambition of the ERF which will be achieved.
 - The proposed development includes ancillary flexible commercial space which will draw people to this location providing further economic benefits that will feed back into the wider system and community, a principle supported by and in accordance with policies SP1 (Spatial Principles) and EC3 (The Regional Centre).
 - Given the development's highly accessible location on the fringe of the City Centre and already well-established neighbourhoods of Ancoats and New Islington, the proposed development represents a natural expansion to this area, whilst also forming part of its own distinct neighbourhood, again another achieved ambition of the ERF which is founded on the principles of Chapters 8 (Promoting healthy and safe communities) and 12 (Achieving well designed places) of the NPPF.

Social Objectives

7.58 The proposed development will support the creation of a strong, vibrant and healthy community. In particular, the proposed development will:

- Enhance community cohesion and activities within the area, including better access to the Ashton canal and the creation of new public spaces, in accordance with Chapter 8 (Promoting healthy and safe communities) of the NPPF.
- Give rise to an influx of new people and visitors to this area of East Manchester, who would undoubtedly increase expenditure in the local economy, a key principle of MCC's growth plans.
- Deliver new public realm, permeability, access to the canal, and new heritage views, in accordance with Policy SP1 (Spatial Principles).
- Attract new residents which will enhance the skills base available to employers in the local area and potentially benefit local businesses productivity, a key principle of Policy H2 (Strategic Housing Location).
- Secure direct investment into the local economy by improving the area's aesthetics and thereby, along with committed development in the local area, catalysing the regeneration of this location creating an attractive environment for future investors, a key objective of MCC's Development Plan and in accordance with Policy EN1 (Design Principles and Strategic Character Areas).
- The communal areas proposed for residents both internally and externally will facilitate social interactions and create a true community feel. Promotion of walking and cycling, as well as better connections to the Ashton Canal towpath will also promote health and wellbeing, in accordance with Chapter 8 (Promoting healthy and safe communities) of the NPPF.

Environmental Objectives

7.59 As demonstrated within the accompanying technical reports, the proposed development will not result in significant harm to the natural environment. In particular, it will:

- Ensure efficient use of previously developed land by maximising its development potential whilst taking into account key site opportunities and constraints, in accordance with Chapter 11 (Making effective use of land) of the NPPF.
- Be designed to ensure that it can function effectively from an operational perspective whilst also reinforcing an exciting and innovative design in accordance with Policy EN8 (Adaptation to Climate Change).
- Enhance the appearance of the canal, opening up this important resource, which is currently underutilised in this location, in accordance with Manchester's Green and Blue Infrastructure Strategy.
- Not result in any unacceptable adverse impacts on the environment which cannot be suitably mitigated, in accordance with Policy EN8 (Adaptation to Climate Change).
- Will not have a detrimental impact on trees or protected species, in accordance with Policy EN15 (Biodiversity and Geological Conservation).

- Will result in improvements to the existing landscape through the provision of new, high quality public realm, in accordance with Policy EN9 (Green Infrastructure).
- Will provide access to services and facilities via sustainable modes of transport, such as cycling and walking, in accordance with Policy T1 (Sustainable Transport).

Summary

- 7.60 This section has assessed the proposed development against the relevant policy considerations. The principle of the proposed residential development accords with the relevant policies of the Development Plan, notably policies H2, H3, EC2 and EC3 of the Core Strategy. Furthermore, the principle of the proposed development also complies with guidance contained within the Eastlands Regeneration Framework.
- 7.61 A full assessment of the proposed development against the relevant Development Plan policies is contained within the Policy Schedule enclosed at **Appendix III**.

8. Technical Considerations

8.1 The remaining technical considerations relevant to the proposals have been assessed within a series of reports which are submitted as part of this application. Summaries of the technical reports are provided below and relate to:

- Archaeology;
- Air Quality;
- Broadband Connectivity;
- Crime;
- Daylight / Sunlight;
- Ecology (including bats);
- Fire;
- Flood Risk and Drainage;
- Ground Conditions;
- Highways;
- Noise;
- TV and Radio Reception.

Archaeology

8.2 An Archaeological Desk-Based Assessment has been prepared by Archaeological Research Services to support this application. A summary of the key findings is set out below.

8.3 The desk-based assessment utilises findings from Historic England and Greater Manchester's archives. Whilst Historic England does not record any designated heritage assets within the site area, Greater Manchester HER records one non-designated element. It is recommended that appropriate conditions be attached to any planning consent to deal the potential for further archaeological works, such as a phase of targeted trial trenching within the current car park of the site in order to assess the survival and nature of any below-ground archaeological remains, in particular those associated with the former Carruthers Mill/Bank of England Mills. It is therefore considered that the proposal in accordance with the relevant Policy DC20.1.

Air Quality

8.4 An Air Quality Assessment (AQA) has been prepared by Miller Goodall to support this application. A summary of the key findings is set out below.

8.5 The AQA provides a review of existing air quality in the vicinity of the proposed development site and its suitability for the proposed use. It also provides a simple assessment of the impact of the proposed development on local air quality during both its construction and operational phases.

- 8.6 The assessment of dust soiling and human health impacts during the demolition and construction phase of the development results in the proposal of dust mitigation measures such as regular monitoring, erecting screens and barriers where appropriate and ensuring an adequate water supply on the site for effective dust/particulate matter suppression/mitigation. The implementation of these will ensure that residual dust impacts during the demolition and construction phase are not significant.
- 8.7 The proposed development could impact on local air quality through road traffic emissions. However, whilst the site is partially located within an AQMA, vehicle emissions associated with the proposed development are not considered to have a significant impact on local air quality.
- 8.8 Overall, the site is considered suitable for the proposed residential-led mixed-use development with regards to air quality. There is, therefore, no reason for this development to be refused on the grounds of air quality. Accordingly, the development accords with Policy EN16.

Broadband Connectivity

- 8.9 A Broadband Connectivity Assessment has been prepared by WECE to support this application. A summary of the key findings is set out below.
- 8.10 There are a number of telecommunications companies and providers that exist and operate in the vicinity of the site. Following discussions with Openreach, Virgin Media and Third Party fibre providers, a full fibre solution shall be provided to the development to ensure compliance with Part R1 and with the fibre installation already in place to each dwelling will be capable of delivering broadband speeds of greater than 30Mbps.

Crime Impact

- 8.11 A Crime Impact Statement (CIS) has been prepared by GMP to support this application. A summary of the key findings is set out below.
- 8.12 The CIS confirms that the proposed development is acceptable in principle subject to recommendations for further consideration of certain aspects including cycle storage being robustly secured, zoning of the buildings to restrict access of potential intruders and access control to residential stair and lift core. The design recommendations will be considered by the Applicants and implemented, where possible.
- 8.13 In view of the above, the proposals are considered to be consistent with Policies SP1 and DM1 of the Core Strategy.

Daylight / Sunlight

- 8.14 A Daylight and Sunlight Assessment has been prepared by GIA to support this application. A summary of the key findings is set out below.
- 8.15 GIA have undertaken a detailed technical assessment to understand the potential daylight and sunlight changes that the proposed development will have upon the surrounding sensitive receptors using the methodologies set out within the Building Research Establishment Guidelines entitled 'Site Layout Planning for Daylight and Sunlight – A Guide to Good Practice (2011)', (the "BRE Guide").
- 8.16 GIA also undertook an overshadowing analysis of the rear gardens to Piercy Street which demonstrated that all the gardens will meet the Sun Hours on Ground overshadowing targets.

- 8.17 Overall, considering the limited nature of impacts and flexibility with which the BRE guide is intended to be used, the overall impact on surrounding properties is considered negligible and acceptable. Accordingly, the development accords with Policies EN1 and DM1 and Saved Policy DC7.1.

Ecology (including bats)

- 8.18 An Ecological Scoping Report and Daytime Bat Survey has been prepared by Rachel Hacking Ecology to support this application. A summary of the key findings is set out below.
- 8.19 No evidence of bat activity was found on the site. Given the results of the survey, the buildings on site are considered to offer negligible bat roost suitability. No evidence of other protected species could be found on the site. The scrub on the site offers suitable habitat for nesting birds.
- 8.20 Overall, the site is of low ecological value and the development can proceed without the need for further survey work (e.g. bat activity surveys) or bat mitigation due to the negligible potential of the buildings to support bats. Accordingly, the development accords with Policy EN15.

Environmental Standards

- 8.21 An Environmental Standards Statement has been prepared by WECE to support this application. A summary of the key findings is set out below.
- 8.22 The development has been designed with a fabric first approach; with U-values, design air permeability and ventilation targets all aspiring to Passive House design standards and therefore significantly exceeding Building Regulations Part L 2013 standards. Following on from this, efficient MVHR systems are proposed for each apartment and house, to further reduce the total energy demands whilst simultaneously providing each dwelling with healthy internal environments.
- 8.23 Furthermore, an LZC feasibility assessment has been carried out and renewable technologies, such as PV solar panels, will be provided as part of the development where feasible. Additionally, the development can also be defined as carbon neutral because it will have net zero carbon emissions. This is to be achieved by obtaining all the energy used on site from a 100% renewable energy electricity supply provider.
- 8.24 Further to following the energy hierarchy through the efficient design and renewable technology measures mentioned and meeting all relevant Manchester City Council carbon targets, the proposal will include a large number of sustainability measures throughout construction and once completed, which will contribute heavily to the development's sustainability performance. Accordingly, the development accords with Policies EN4, EN5, EN6 and EN8.

Fire

- 8.25 A Fire Statement has been prepared by BB7 to support this application. A summary of the key findings is set out below.
- 8.26 The Fire Statement details the early consultation that BB7 has undertaken with the Approving Authorities including the appointed Inspector and Greater Manchester Fire and Rescue Service. It also details the principles, concept and approach to fire safety that have been applied to the development.
- 8.27 Access to the site for firefighting provisions is to be in accordance with guidance in BS991:2015 (Residential) and ADB Volume 2 2019 including 2020 amendments (non-residential areas). The Fire

Statement also includes a Fire Service Site Plan which details the access routes on foot for the 3no. buildings and indicative dry riser inlet and outlet locations.

Flood Risk and Drainage

- 8.28 A Flood Risk Assessment and Drainage Strategy has been prepared by WML Consulting to support this application. A summary of the key findings is set out below.
- 8.29 As defined by the Environmental Agency (EA) Flood Map, the entirety of the site is located in Flood Zone 1 where there is a low probability of flooding. EA mapping shows that small parts of the site are susceptible to surface water flooding however the extent of flooding is considered to be notional and the risk managed through the proposed drainage strategy for the new development. The site is bounded to the north by the Ashton Canal. A review of the Flood Zone mapping within the Manchester, Salford and Trafford SFRA indicates that the site is not at risk of flooding from the canal in the event of a breach. Whilst the flood risk to the development is principally low, any residual flood risk will be mitigated by measures such as standard requirements for finished floor levels.
- 8.30 Overall, the development is deemed to have a low overall flood risk and is not expected to have a detrimental impact on flood risk in the area. Accordingly, the development accords with Policy EN14.

Ground Conditions

- 8.31 A Phase 1 Preliminary Risk Assessment ('PRA') has been prepared by WML Consulting to support this application. A summary of the key findings is set out below.
- 8.32 The site is at negligible risk of shallow coal mining and at low risk of flooding and hazardous ground gas. Historic foundations, ground floor slabs and other buried concrete obstructions are present and will need to be removed as part of the groundworks. All works, adjacent to the canal, will need to be undertaken in accordance with the 'Trusts Code of Practice' which will require consultation with the Canals and Rivers Trust. The likelihood of significant and widespread ground contamination sources being present beneath the site is considered low although localised sources cannot be wholly discounted at this stage. The potential requirement for localised ground remediation cannot therefore be discounted but can be adequately mitigated. The new structure will likely require piled foundations, to be confirmed by further investigations.
- 8.33 Overall, there is sufficient information on the potential contaminative status of the site to allow conditional approval of a planning application. Accordingly, the development accords with Policy EN18.

Highways

- 8.34 A Transport Statement and Interim Travel Plan has been prepared by SK Transport Planning to support this application. A summary of the key findings is set out below.
- 8.35 The proposal will be associated with a minimal level of peak hour traffic. The level of traffic will be imperceptible to other road users and is well below DfT significance thresholds. Based on this it is concluded that the proposal will not have a severe impact on highway operation or unacceptable effects on road safety.
- 8.36 The site is sustainably located on the edge of Manchester City Centre, which means that residents can access key activity destinations without needing to use, or even own, a car. The assessment shows that the existing infrastructure serving the site provides ample opportunities for access on foot, cycle, and

public transport. The site is also shown to meet '20 Minute Neighbourhood' principles in that residents can meet their daily needs within a 20-minute sustainable trip from their home.

- 8.37 The proposal is supported by resident amenity facilities, a high level of cycle parking, reinstatement of footways bounding the site, amendments to the TRO to provide disabled parking bays, loading bay and car club bay.
- 8.38 An Interim Travel Plan has been prepared and this sets out the broad principles of the transport strategy that will be used to assist residents to live active and sustainable lives. The Interim Travel Plan will form the basis for the full Travel Plan that will be prepared on occupation of the development.
- 8.39 Overall, the proposed development will be car-free and is unlikely to have a significant, detrimental impact on the operation or safety of the local highway network. Accordingly, the development accords with Policy T1 and T2.

Noise

- 8.40 A Noise Impact Assessment has been prepared by Hepworth Acoustics to support this application. A summary of the key findings is set out below.
- 8.41 The impact of ambient noise has been assessed for the residential element of the proposed development. A noise monitoring survey has been carried out over a 24-hour period, outside two elevations of the building in order to establish the prevailing noise climate of the area.
- 8.42 Appropriate acoustic design criteria have been adopted from relevant British Standards that will ensure the protection of residential amenity. Appropriate recommendations for sound insulated windows and acoustic vents have been made in the report. Suitable noise limits have also been provided for control of noise from any mechanical services equipment associated with the proposed commercial space.
- 8.43 Overall, the implementation of an adequate scheme of noise mitigation measures for the development can be ensured by the use of an appropriately worded planning condition. Accordingly, the development accords with Policy DM1 and Saved Policy DC26.1 -DC26.2.

TV and Radio Reception

- 8.44 A TV and Radio Reception Impact Assessment has been prepared by GTech Surveys Limited to support this application. A summary of the key findings is set out below.
- 8.45 A desktop-based study and baseline reception survey have been performed to assess the possible effects and impacts on the reception of television and radio broadcast services. The proposed development may cause minor short-term interference (pre-mitigation) to digital satellite television and digital terrestrial television reception in localised areas around the site, but mitigation solutions exist that will quickly restore the reception of affected television services, leaving no long term adverse effects for any viewer.

Summary

- 8.46 A comprehensive suite of technical assessments has been undertaken in support of the planning application, which demonstrate that, subject to appropriate mitigation, the application proposals are acceptable in terms of archaeology; air quality; broadband; crime; daylight / sunlight; ecology; fire; flood risk and drainage; ground conditions; heritage, highways; noise and TV and radio reception.

9. Summary and Conclusions

- 9.1 This Planning Statement has been prepared by Avison Young ('AY') in support of a full planning application and an application for listed building consent submitted on behalf of Banidev Limited ('the Applicant') to Manchester City Council (MCC) for a new residential-led development on land at Ancoats Works, Pollard Street, Manchester ('the site').
- 9.2 The application site extends to approximately 0.58 hectares and is located approximately 1.5km to the east of Manchester City Centre. It is currently occupied by a range of industrial buildings associated with the former Ancoats Works industrial site, and also includes the former Bank of England pub, both of which are now vacant. It is bound to the north by the Ashton Canal, to the east by Hope Mill, a Grade II* listed former mill building which currently comprises a theatre and a range of other business uses, to the south by Pollard Street and to the west by Carruthers Street. There are dwellings opposite the site on Pollard Street, Carruthers Street and to the northwest beyond the canal on Piercy Street.
- 9.3 The detailed description of development for the planning application is as follows:
- "Full planning application for a residential-led development to provide 183 no. apartments and 10 no. townhouses (Use Class C3) and flexible commercial space (Use Class E/ sui generis) across two new development blocks and refurbishment of the southern part of the Ancoats Works building including its Pollard Street façade, together with landscaping, parking, cycle parking, supporting infrastructure and associated works, following the demolition and partial demolition of existing buildings on site."*
- 9.4 A separate application for listed building consent is also being submitted that seeks consent for:
- "Listed building consent for removal of an existing roof structure between Hope Mill and Ancoats Works, the replacement of existing gates fronting Pollard Street, and associated works in connection with the residential-led development of Ancoats Works."*
- 9.5 The site is located in the Regional Centre and within East Manchester. It is also within an area identified as a 'Strategic Housing Location'. Furthermore, it is covered by the Eastlands Regeneration Framework which seeks to promote mixed-use development and the provision of new homes in this area. The existing and emerging policy framework prioritises the delivery of new homes on previously developed land in sustainable locations with good access to employment areas, public transport, services and amenities. The site is located in a highly sustainable location close to the Metrolink and City Centre transport hubs, major employment locations and also has good access to the highway network.
- 9.6 A comprehensive suite of technical assessments has been undertaken in support of the planning application, which demonstrate that, subject to appropriate mitigation, the application proposals are acceptable in terms of archaeology; air quality; broadband; crime; daylight / sunlight; ecology; fire; flood risk and drainage; ground conditions; heritage, highways; noise and TV and radio reception.
- 9.7 The proposal constitutes sustainable development in accordance with the NPPF when taken as a whole. The proposals would deliver positive economic, social and environmental benefits which should be afforded significant weight in the determination of this planning application.
- 9.8 Accordingly, it is respectfully requested that Manchester City Council grants planning permission for this important development.

Appendix I

Schedule of Supporting Documents

Schedule of Supporting Documents

Title	Date/ Reference	Author
Documents		
Application form, certificates and notices	March 2022	Avison Young
Air Quality Assessment	November 2021 / 102677	Miller Goodall
Broadband Connectivity Assessment	November 2021	WECE
Construction Management Plan	November 2021	Capital & Centric/ Chroma
Crime Impact Statement	November 2021 / 2018/0988/CIS/02	GMP
Daylight/ Sunlight/ Overshadowing Assessment	November 2021	GIA
Design and Access Statement (including Waste Management Plan and Public Realm Statement)	March 2022	BDP
Daytime Bat Survey and Ecological Scoping Survey	November 2021	Rachel Hacking
Environmental Standards Statement	November 2021	WECE
Fire Statement	November 2021 / BB-PGO-11199-OF-01	BB7
Flood Risk Assessment	November 2021 / 9809-WML-00-XX-RP-C-1002 P02	WML Consulting Ltd
Drainage Strategy	November 2021 / 9809-WML-00-XX-RP-C-1001 P02	WML Consulting Ltd
Site Investigation Report Phase 1	November 2021 / 9809G-WML-XX-ZZ-RP-G-0001	WML Consulting Ltd
Historic Environment Desk Based Assessment	December 2021	ARS
Local Labour Agreement	March 2022	Avison Young
Noise Impact Assessment	November 2021 / P21-076-R01v04	Hepworth Acoustics
Planning Statement	March 2022	Avison Young

Statement of Community Involvement	December 2021	Font Comms
Transport Statement and Interim Travel Plan	November 2021 / 211109/SK22125/TS01	SK Transport
TV and Radio Reception Impact Assessment	November 2021	G-Tech
Viability Report	November 2021	Roger Hannah
External Works Material Matrix Report	March 2022	BDP
Drawings		
Site Location Plan	1596-BDP-YY-XX-DR-A-00001-P04	BDP
Existing GA Plans - Ground Floor	1596-BDP-XX-00-DR-A-00200-P03	BDP
Proposed Demolition Plan Ground	1596-BDP-XX-00-DR-A-10200-P03	BDP
Proposed GA Plan- Ground	1596-BDP-XX-00-DR-A-20200-P12	BDP
Existing GA Plans First Floor	1596-BDP-XX-01-DR-A-00200-P03	BDP
Proposed Demolition Plan First Floor	1596-BDP-XX-01-DR-A-10200-P03	BDP
Proposed GA Plan - First Floor	1596-BDP-XX-01-DR-A-20200-P11	BDP
Existing GA Plans Second Floor	1596-BDP-XX-02-DR-A-00200-P03	BDP
Proposed Demolition Plan Second Floor	1596-BDP-XX-02-DR-A-10200-P03	BDP
Proposed GA Plan - Second Floor	1596-BDP-XX-02-DR-A-20200-P11	BDP
Proposed GA Plan - Third Floor	1596-BDP-XX-03-DR-A-20200-P11	BDP
Proposed GA Plan - Fourth Floor	1596-BDP-XX-04-DR-A-20200-P11	BDP
Proposed GA Plan - Fifth Floor	1596-BDP-XX-05-DR-A-20200-P11	BDP
Proposed GA Plan - Sixth Floor	1596-BDP-XX-06-DR-A-20200-P11	BDP

Proposed GA Plan - Seventh Floor	1596-BDP-XX-07-DR-A-20200-P11	BDP
Proposed GA Plan - Eighth Floor	1596-BDP-XX-08-DR-A-20200-P10	BDP
Existing Elevations - North, South, East & West	1596-BDP-XX-XX-DR-A-00300-P03	BDP
Existing Elevations - Listed Building Consent	1596-BDP-XX-XX-DR-A-00301-P03	BDP
Hope Mill Listed Building Consent - GA Plan	1596-BDP-XX-XX-DR-A-10201-P03	BDP
Proposed Demolition Elevation North	1596-BDP-XX-XX-DR-A-10301-P03	BDP
Proposed Demolition Elevation East	1596-BDP-XX-XX-DR-A-10302-P03	BDP
Proposed Demolition Elevation South	1596-BDP-XX-XX-DR-A-10303-P03	BDP
Proposed Demolition Elevation West	1596-BDP-XX-XX-DR-A-10304-P03	BDP
Hope Mill Listed Building Consent - Roof Removal	1596-BDP-XX-XX-DR-A-10306-P03	BDP
Hope Mill Listed Building Consent - Gate Replacement	1596-BDP-XX-XX-DR-A-10307-P03	BDP
Proposed GA Elevation - North Elevation	1596-BDP-XX-XX-DR-A-20301-P07	BDP
Proposed GA Elevation - East Elevation	1596-BDP-XX-XX-DR-A-20302-P07	BDP
Proposed GA Elevation - South Elevation	1596-BDP-XX-XX-DR-A-20303-P07	BDP
Proposed GA Elevation - West Elevation	1596-BDP-XX-XX-DR-A-20304-P07	BDP
Proposed GA Elevation Internal Courtyard Elevations	1596-BDP-XX-XX-DR-A-20305-P08	BDP
Proposed GA Elevations - Site Context	1596-BDP-XX-XX-DR-A-20320-P03	BDP
Proposed GA Section AA & BB	1596-BDP-XX-XX-DR-A-20401-P05	BDP

Proposed GA Section CC, DD, EE, FF & GG	1596-BDP-XX-XX-DR-A-20402-P04	BDP
Facade Study - Carruthers St Facade	1596-BDP-XX-XX-DR-A-21601-P03	BDP
Facade Study - Canal Front Facade	1596-BDP-XX-XX-DR-A-21602-P03	BDP
Facade Study - Ancoats Works Courtyard Facade	1596-BDP-XX-XX-DR-A-21603-P02	BDP
Facade Study - Corner Building Facade	1596-BDP-XX-XX-DR-A-21604-P02	BDP
Facade Study - New Build Courtyard Facade	1596-BDP-XX-XX-DR-A-21605-P03	BDP
Landscape Levels Strategy Plan	1596-BDP-XX-00-DR-L-90200_P07	BDP
Coloured Landscape Masterplan	1596-BDP-XX-00-DR-L-90201_P06	BDP
Landscape General Arrangement	1596-BDP-XX-00-DR-L-90202_P03	BDP
Landscape Sections	1596-BDP-XX-00-DR-L-90203_P01	BDP
Planting Strategy Plan	1596-BDP-XX-00-DR-L-90400_P01	BDP
Landscape Typical Tree Pit Detail	1596-BDP-XX-00-DR-L-90600_P01	BDP

Appendix II

Site Location Plan



Appendix III

Policy Schedule

Policy	Appraisal	Policy Compliant
Core Strategy		
Policy H8 – Affordable Housing	Policy H8 states that for residential developments of 15 units or more, affordable housing or an equivalent financial contribution will be required in order to contribute to a City-wide target of 20% of new housing provision to be affordable. The policy states that the proportion of affordable housing units will reflect the type and size of the development as a whole. The policy also states that either an exemption from providing affordable housing, or a lower proportion of affordable housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%, or where material consideration indicate that intermediate or social rented housing would be inappropriate. As demonstrated in this SPS, a Financial Viability Assessment has been submitted with the planning application which concludes on affordable housing and S106 matters for the scheme.	Yes
Policy T1 – Sustainable Transport	Policy T1 seeks to encourage a modal shift away from car travel to public transport, cycling and	Yes

	walking to support the needs of residents and businesses and to prepare for carbon free modes of transport. It states that the Council will support proposals that cover a range of improvements, including: • Improving choice by developing alternatives to the car; • Promote regeneration and economic vitality by relieving traffic congestion and improving access to jobs and services, particularly for those most in need and for those without a car; • Improving access to transport services and facilities in order to enable disabled people and people with mobility impairments to participate fully in life; and • Improve pedestrian routes and the pedestrian environment. As demonstrated in the SPS and TS, the proposed development is positioned in a highly sustainable location with a wide range of facilities accessible by public transport, foot and cycle. The development is car-free and will support sustainable transport through the provision of on-site cycle storage provision.	
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Policy T2 – Accessible areas of opportunity and need	This policy seeks to ensure that new development: • Is located to ensure good access to the City's main economic drivers; • Is easily accessible by walking, cycling and public transports; • Provides appropriate car parking facilities; and, • Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications. As previously stated, the SPS and TS demonstrate that the proposed development is positioned in a highly sustainable location with a wide range of facilities accessible by public transport, foot and cycle. The application is supported by a Transport Assessment and Travel Plan which confirm that the proposal complies with the requirements of this policy.	Yes
Policy EN1 – Design Principles and Strategic Character Areas	This policy requires Design and Access Statements to be submitted with proposals for new development, which must clearly detail how the proposed development addresses local character, supports the achievement of the Core Strategy Strategic Objectives and the following design principles: character, continuity and enclosure,	Yes

	quality of the public realm, easy of movement, legibility, adaptability, and diversity. The proposed scheme has been designed to provide a high-quality residential-led development which adheres to the requirements of this policy. A detailed appraisal of the design of the scheme is included within the Design and Access Statement submitted in support of this application.	
Policy EN4 – Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	Policy EN4 states that all development must follow the principle of the Energy Hierarchy, and where possible, take advantage of low and zero carbon energy supplies, and use building materials with low embodied carbon. This application is supported by an Energy Standards Statement which demonstrates how the development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy.	Yes
Policy EN5 – Strategic Areas for low and zero carbon decentralised energy infrastructure	Policy EN5 states that the Regional Centre will have a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies. New development will be expected to take place in the context of more detailed proposals for decentralised low and zero carbon energy infrastructure in the form of energy proposals plans. This application is supported by an Energy Standards Statement which demonstrates how the	Yes

	development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy.	
Policy EN6 – Target Framework for CO2 reductions from low or zero carbon energy supplies	This policy states that applications for residential development of 10 or more units will be expected to provide an Energy Statement, submitted as part of the Design and Access Statement, which sets out the projected regulated energy demand and associated CO2 emissions for all phases of the development. The Energy Statement must demonstrate how the development meets the domestic CO2 emissions reductions targets provided in this policy. This application is supported by an Energy Standards Statement which demonstrates how the development will incorporate Sustainable Design and resource efficiency measures in accordance with the Energy Hierarchy.	Yes
Policy EN8 – Adaptation to Climate Change	Policy EN8 encourages all new development to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. It also states that developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under policy EN6, subject to sufficient evidence to quantify their contribution to compliance.	Yes

	The supporting Design and Access Statement and Environmental Standards Statement illustrate that the proposed development has been designed to maximise energy efficiency and be adaptable to climate change.	
Policy EN14 – Flood Risk	Policy EN14 states that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding. In addition, an appropriate FRA will also be required for all development proposals as per the usual requirements as well as on sites greater than 0.5 hectares within Critical Drainage Areas and Canal Hazard Zones identified in the SFRA. The site is located entirely within Flood Zone 1, indicating that the probability of flooding from rivers or sea is low (less than 0.1% annual probability of river or sea flooding). The Flood Risk Assessment submitted with the application provides an overview of the nature of flood risk at the site and concludes that it is overall low risk.	Yes
Policy EN15 - Biodiversity and Geological Conservation	Policy EN15 states that the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Developers will be expected 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. An Ecological Scoping Survey Report has been submitted in support of this application which demonstrates that the proposals are acceptable in ecological terms.	
Policy EN16 – Air Quality	Policy EN16 states that the Council will seek to improve the air quality within Manchester, particularly within Air Quality Management Areas located along Manchester’s principal traffic routes and at Manchester Airport. Furthermore, developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. As demonstrated in the Air Quality Assessment submitted in support of this application, the development is acceptable in air quality terms subject to the use of good practice control measures. In addition, the Travel Plan sets out measures to promote sustainable travel.	Yes
Policy EN17 – Water Quality	This policy states that development should:	Yes

	• Avoid any adverse impact on water quality and wherever possible should seek to enhance water quality; • Minimise surface run-off from development and associated roads and maximise the use of appropriate sustainable drainage systems; • Ensure that waste or litter cannot enter any watercourses located close to the site; and • Where feasible and appropriate, seek to open up any culverted or hidden watercourse beneath the site to improve the ecological status of that watercourse. A Flood Risk Assessment has been prepared to support this application. It confirms that the application proposals adhere to the requirements of this policy.	
Policy EN18 – Contaminated Land and Ground Stability	This policy requires any proposal for development on contaminated land to be accompanied by a health risk assessment. All new development within former mining areas should undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them. A Phase 1 Environmental Risk Assessment has been submitted in support of this application to establish the site's environmental and geotechnical	Yes

	background and identify any risks. The Phase 1 Environmental Risk Assessment concludes that there are no ground conditions constraints to the proposed development.	
Policy EN19 – Waste	Policy EN19 requires all developers to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal), and to plan for and, where appropriate, use sustainable modes for waste transport. All developers should submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. The application is supported by a Waste Management Plan included within the Design and Access Statement which details how operational waste will be dealt with.	Yes
Policy PA1 – Developer Contributions	This policy states that, where needs arise as a result of development, the Council may seek contributions, with priority assessed on a site by site basis for the following: • Affordable Housing • Education • Health and wellbeing facilities • Community facilities	Yes

	• Provision of Green Infrastructure including open space • Public realm improvements • Protection or enhancement of cultural heritage • Protection or enhancement of environmental value • Safety and security improvements • Training and employment initiatives • Highway improvements, traffic management, sustainable • transport and disabled people's access • Climate change mitigation/adaption. As demonstrated in this SPS, a Financial Viability Assessment has been submitted with the planning application which concludes on these matters.	
Policy DM1 – Development Management	Policy DM1 sets out a number of specific issues, which all development should have regard to. Various supporting documents have been submitted detailing how the proposals have regard for issues that might impact on the surroundings, including noise, air quality and transport.	Yes
Saved policies of the Unitary Development Plan		
Citywide Development Control Policy DC7.1 – New Housing Development	Policy DC7.1 states that the Council <i>“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</i>	Yes

	<i>appropriate, the Council will also expect play facilities to be provided”.</i> The plans submitted in support of this application demonstrate that the proposed development has been designed to ensure accessibility for disabled people.	
Citywide Development Control Policy DC10.1 - 10.2 - Food and Drink Uses	Policy DC10.1 states that in determining planning applications for developments involving the sale of food or drink for consumption on the premises, or for hot food to be consumed off the premises (whether or not other activities, such as a nightclub, are included), the Council will have regard to: a. the general location of the proposed development, including any reference to the area in other policies in the Plan; b. the effect on the amenity of neighbouring residents; c. the availability of safe and convenient arrangements for car parking and servicing; d. ease of access for all, including disabled people; and e. the storage and collection of refuse and litter. The proposal comprises a ground floor commercial unit however the occupier is not yet known, therefore it is not known whether it will be utilised for a food and drink use, albeit such a use is considered wholly appropriate given the site's location and inclusion within a mixed-use development.	

Citywide Development Control Policy DC19.1 - Listed Buildings	Policy DC19.1 states that in determining applications for listed buildings, or planning applications for development involving or having an impact on buildings of Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. Specifically, the Council will seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features. This application is supported by a Historic Environment Desk Based Assessment which assesses the potential heritage impact on the identified heritage assets. It demonstrates that the proposed development will have no impact on the listed buildings, and it is considered that the development will not have an adverse impact on their setting(s).	Yes
Citywide Development Control Policy DC20.1 - Archaeology	Policy DC20.1 states that the Council will give particular careful consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place. Furthermore, the policy states that the Council will have special regard to the desirability of securing the preservation of other sites of archaeological	Yes

	interest and their setting in place. It will not permit development that, in its opinion, would adversely affect other sites of archaeological interests, and their settings. In exceptional cases where development is inevitable, the Council will look at the scope for combining reservation in place with limited investigation and recording. The application is supported by a Historic Environment Desk Based Assessment which concludes that the site is acceptable in archaeological terms subject to further investigation.	
Citywide Development Control Policy DC26.1 – Development and Noise	This policy states that in the interest of reducing the impact of noise on people living and working in, or visiting the City, the Council will consider: a. the effect of new development proposals which are likely to be generators of noise; and b. the implications of new development being exposed to existing noise sources which are effectively outside planning control. This application is supported by a Noise Impact Assessment which demonstrates that the proposed development is entirely acceptable in noise terms.	Yes
Citywide Development Control Policy DC26.2 - Development and Noise	This policy states that new noise sensitive developments such as housing will be permitted subject to their not being in locations which would	Yes

	expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. This application is supported by a Noise Impact Assessment which demonstrates that the proposed development is entirely acceptable in noise terms.	
National Planning Policy Framework (2021)		
Chapter 2 - Achieving sustainable development	This Chapter states that sustainable development has an economic, social and environmental objective (Paragraphs 8 and 9). Paragraphs 10 to 11 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the Development Plan. The proposed development is considered to be consistent with the NPPF for the reasons outlined below and included in the SPS.	Yes
Chapter 5 - Delivering a sufficient supply of homes	This Chapter sets out to support the Government's objective of significantly boosting the supply of homes it is important to ensure that a sufficient amount of land can come forward where it is needed, that needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (Paragraph 60). Paragraph 65 of the Framework states that for major development including housing, it should be expected that at least 10% of the homes are	Yes

	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. The development proposes the delivery of 193 dwellings which will help contribute to the housing supply in Manchester. The development is therefore in accordance with this policy and the matter of affordable housing has been considered by the Applicant and presented in the supporting Viability Assessment.	
Chapter 6 - Building a strong and competitive economy	Chapter 6 of the NPPF states that planning decisions should help create the conditions in which businesses can invest, expand and adapt. Chapter 81 states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development. The proposal will redevelop a piece of underutilised, previously developed land for a high-quality residential-led development. The development will create employment during construction and permanent employment uses on completion and would assist in building a strong economy. It would also support existing businesses and services in the area by introducing new residents.	Yes

Chapter 8 – Promoting healthy and safe communities	Paragraph 92 states that planning policies and decisions should aim to achieve healthy, inclusive and safe places which: a) promote social interaction, including opportunities for meetings between people who might not otherwise come into contact with each other – for example through mixed-use developments, strong neighbourhood centres, street layouts that allow for easy pedestrian and cycle connections within and between neighbourhoods, and active street frontages; b) are safe and accessible, so that crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion – for example through the use of clear and legible pedestrian routes, and high-quality public space, which encourage the active and continual use of public areas; and c) enable and support healthy lifestyles, especially where this would address identified local health and well-being needs – for example through the provision of safe and accessible green infrastructure, sports facilities, local shops, access to healthier food, allotments and layouts that encourage walking and cycling. The development will deliver a high-quality development with active ground floor uses on the commercial element and new areas of public realm. The proposals have therefore been	Yes
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	developed in accordance with the principles of creating a safe and healthy community and will contribute to the surrounding neighbourhood in this way.	
Chapter 9 - Promoting sustainable transport	The NPPF sets out at paragraph 105 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 111 states that development 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. The site is in a highly accessible location on the fringe of the city which maximises opportunities for the use of sustainable transport modes. The location of the site is within walking distance of Bus, Rail and Metrolink stations and maximises the opportunity for users, employees and visitors to utilise existing sustainable transport infrastructure. It is also highly accessible for pedestrians and cyclists via the Ashton Canal towpath. The proposed development will be car-free and the submitted Transport Statement confirms that it is unlikely to have a significant detrimental	Yes

	impact on the operation or safety of the local highway network.	
Chapter 10 – Supporting High Quality Communications	Paragraph 114 states that advanced, high quality and reliable communications infrastructure is essential for economic growth and social well-being and that policies should set out how high quality digital infrastructure, providing access to services from a range of providers, is expected to be delivered and upgraded over time; and should prioritise full fibre connections to existing and new developments. This application is supported by a Broadband Connectivity Assessment which confirms that a full fibre solution shall be provided to the development.	
Chapter 11 – Making effective use of land	Paragraph 119 sets out that 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 120 sets out that decisions should promote and support the development of under-utilised land and buildings and give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.	

	The proposed development will deliver 193 units in a highly accessible location. The development will contribute to the supply of homes on a vacant and underutilised site within the Regional Centre whilst improving the environment and providing a high-quality development which promotes sustainable transport.	
Chapter 12 – Achieving well-designed places	Paragraph 126 states that the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Paragraph 132 states that design quality should be considered throughout the evolution and assessment of individual proposals. Early discussion between applicants, the local planning authority and local community about the design and style of emerging schemes is important for clarifying expectations and reconciling local and commercial interests. The design of the proposed development takes account of its relationship with surrounding development in terms of adjacencies, scale and height of development, including the adjacent Hope Mill, and will combine sensitively with the existing fabric of the Regional Centre and Holt Town Area.	Yes

	The proposed development represents an efficient use of the previously developed site. It will be appropriately located and will be of a high quality that would help to complement the existing high standard of design within the surrounding area and its industrial past. The proposed development would contribute positively to sustainability and place making and would bring significant regeneration benefits. Furthermore, the design of the proposed development has been through a detailed, iterative process of consultation, as detailed at Chapter 4 of this SPS.	
Chapter 14 – Meeting the challenge of climate change, flooding and coastal change	Paragraph 152 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. The supporting Design and Access Statement and Environmental Standards Statement illustrate that the proposed development has been designed to maximise energy efficiency and be adaptable to climate change.	

Chapter 15 – Conserving and enhancing the natural environment	Section 15 of the NPPF sets out at Paragraph 174 that planning policies and decisions should contribute to and enhance the natural and local environment by minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; and preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. They should also remediate and mitigate despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Information submitted with the application has considered the potential risk of various forms of pollution and has demonstrated that the application proposals would not have any significant adverse impacts in respect of pollution. In addition, as demonstrated in the submitted Ecological Scoping Report, the site is of low ecological value. The proposed development would be consistent with the principles of waste hierarchy. In addition, the application is accompanied by a Waste Management Strategy (included within the Design and Access Statement) for the development which details the measures that would be undertaken to manage waste.	Yes
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Chapter 16 – Conserving and enhancing the historic environment	NPPF Paragraph 194 advises that 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. The Historic Environment Desk Based Assessment submitted with this application assesses the impact of the proposed development upon surrounding heritage assets. It also evaluates the building in terms of its relationship to its site context. It sets out the reasons why the proposed development would not have an adverse impact on the character or appearance of the nearby conservation areas or listed buildings.	Yes
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