Application Number	Date of Appln	Committee Date	Ward
141625/VO/2024	28th Nov 2024	20th February 2025	Ancoats & Beswick Ward

Proposal City Council Development for the creation of a new Public Park and associated works

Location Part Of The Former Central Retail Park, Great Ancoats Street, Manchester, M4 6DJ

Applicant Pat Bartoli, Manchester City Council

Agent Miss Ellie Philcox, Euan Kellie Property Solutions

Executive Summary

This application proposes a park with lawns, hard and soft landscaping, age friendly seating, three play areas and outdoor exercise equipment. Accessible routes would be created from Great Ancoats Street and Old Mill Street and a timber boardwalk would provide direct access to Cotton Field Park. 96 trees would be planted.

Two support, six neutral comments and fifteen objections have been received.

Key Issues

Principle of the proposal and the schemes contribution to regeneration

The proposal is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits. The development of this brownfield site would deliver a key component of the Former Central Retail Park Strategic Regeneration Framework (SRF).

The park would support health and well being and place making objectives for the office campus and support residents. It would include trees, planting and wildflower meadows. Formal and informal play spaces would be created along with exercise equipment, age friendly seating and picnic areas.

Economic

The proposal has a project value of £6 million and would act as a catalyst for further development at the wider SRF site alongside helping to attract financial investment and further socio-economic benefits. The proposal would support local jobs during the construction and as part of the site maintenance.

Social

The park would support health, wellbeing and active travel. It would provide formal and informal areas to dwell and play. There would be cycle provision in the public realm as well linking nearby public realm such as Cotton Field Park.

Environmental

96 trees would be planted alongside 659 sqm lawn plus planting and wildflowers. The park would support the regeneration of the site and connect into other areas of public realm and open space.

Impact on the historic environment

The park would enhance the setting of the listed assets and the Ancoats conservation area.

Impact on local residents

There would be some short-term impacts on local residents, the school and local businesses, particularly with other development activity taking place locally but construction impacts would not be significant and can be managed. It is acknowledged that the unauthorised skatepark would be removed.

A full report is attached below for Members consideration.



View of the park from Great Ancoats Street

Description

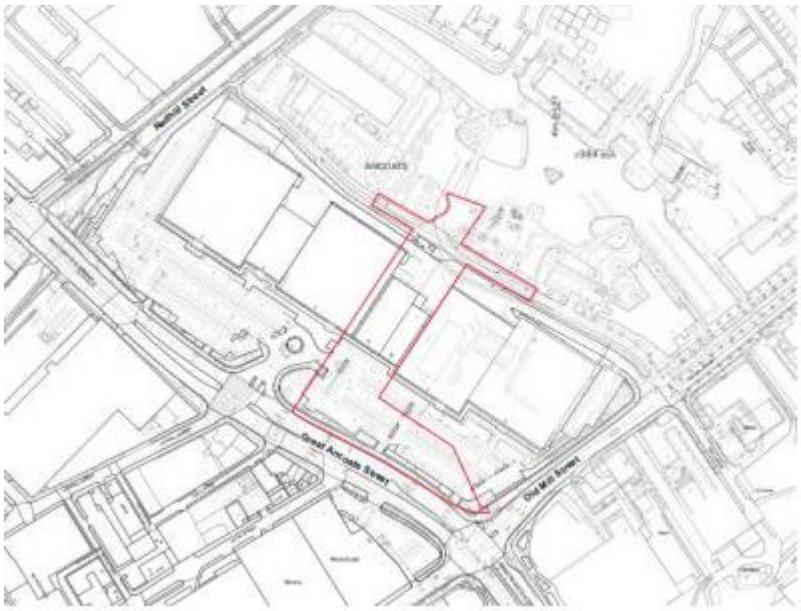
This 0.91-ha site is part of the Former Central Retail Park Strategic Regeneration Framework (SRF) which seeks to bring forward employment led development and green space. The SRF splits the site into two parcels with an area of green space.



SRF development Parcels

This application relates to the central portion of the site and an area to the front of the southern section of the site on Great Ancoats Street. The first and second phases would be brought forward separately.

The site is bounded by Great Ancoats Street, Cotton Field Park and the Co-op Academy. The first phase occupies the north western portion of the SRF area whilst the second phase occupies the south eastern portion.



Location Plan

The site is vacant and comprises hardstanding, trees and shrubs, and is brownfield land. There is a significant level change of approximately 4.5 metres across the site from the north to south. It is adjacent to the Ancoats conservation area.

There is a redundant signalised vehicular access point off Great Ancoats Street which served the former Retail Park. The retail park was demolished in 2019. This access is no longer in use and is blocked off. Only the hard standing base of the former buildings remain. A secondary access is available from Old Mill Street via Hugh Oldham Way which also serves the Co-op Academy.



Aerial view of the application site and wider SRF boundary

There is an unauthorised 'stake park' at the site. The use and associated structures do not have planning permission or the consent of the landowner. The use has no status in planning terms.

A culvert, known as 'Shooters Brook', runs through the site but its exact location is not yet known. There are other assets at the site associated with the sewer network. These would require further investigation.

The site is in New Islington, and adjacent to Ancoats, which has been transformed over the last 20 years through large scale residential and commercial developments. Beyond the Rochdale Canal are listed former Mills on Redhill Street which are a key characteristic of the Ancoats conservation area.

The Co-op Academy and playground is immediately to the northwest. The New Islington Medical Practice is to the north east. Beyond the school and the Medical Centre is Cotton Field Park and Marina and provides a significant recreational facility for the area along with residential and commercial uses. Old Mill Street contains numerous apartments and the Ashton Canal Basin with access to the New Islington Metrolink stop.

On the opposite side of Great Ancoats Street is the Urban Exchange Retail Park, apartments in the Grade II* Listed Brownsfield Mill, and serviced apartments on Laystall Street.

The site is in Flood Zone 1 a critical drainage area. It is in the Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. It is approximately 3km from Clayton Vale Nature Reserve, classified as Local Nature Reserve. The Rochdale Canal is a Site of Biological Importance as is the The Ashton Canal. The site is not located in a conservation area and does not contain listed buildings.

The Ancoats conservation area comprises industrial and manufacturing buildings from the late-18th Century, with the area being at the heart of the Industrial Revolution.

There are 28 designated heritage assets within a 250-metre of the site, including listed mills on Redhill Street/Rochdale Canal. The listed assets which are affected by the development are as follows:

- Royal Mill (Grade II*);
- Brownsfield Mill (Grade II*);
- Decker Mill Old Mill (Grade II*);
- Doubling Mill Fireproof Mill (Grade II*);
- Sedgwick Mill (to west of junction with Murray Street) (Grade II);
- The Grade II listed structures associated with the Rochdale Canal, including:
    - Rochdale Canal Lock No.82, to east of Great Ancoats Street (Grade II);
    - Rochdale Canal Retaining Wall on South Side of Redhill Street, West of Union Street Bridge (Grade II); and,
    - Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill (Grade II).

There is evidence of below ground archaeology associated with the former workers housing and small scale industrial uses. Although this was impacted when the retail park was developed, evidence of below ground archaeology remains.

The site is highly sustainable and close to the New Islington Metrolink stop and within walking distance of Piccadilly and Victoria Stations. Great Ancoats Street is a bus corridor.

This application should be considered in conjunction with planning application 141607/FO/2024 for the creation of a new office campus comprising two office buildings on the Phase 1 site.

The office application includes enabling work which amend the site levels at this site. Once the works have been completed and are no longer required by the Government Property Agency (GPA) who are developing the site, the site would be released to the applicant to allow the park to be created.



Image of the Office Campus and new City Park from Great Ancoats Street

The Proposal

Regeneration of this site, which the Council acquired in 2017, is a long-standing strategic priority. The SRF seeks to create a high-quality, sustainable office district with an attractive green space at its centre.

This proposal is for a park including areas of lawn, hard and soft landscaping and a range of age friendly seating. There would be three play areas and outdoor exercise equipment.

Accessible routes into the park would be created from Great Ancoats Street and Old Mill Street. There would also be a stepped access from Great Ancoats Street. A timber boardwalk would provide direct access from the park to Cotton Field Park.

96 trees would be planted in the park and a 659 sqm lawn. It would have lighting columns, furniture lighting and tree uplighters which would respond to character of park and make it safe.

There would be four gates on Hugh Oldham Way where the park connects with Cotton Field Park. The existing fence line would be moved north of Hugh Oldham Way to align with these access points.

54 cycle spaces would be created in the park and 30 waste bins, 15 for general waste and 15 for recycling. Five bee posts and two bird posts would be installed and wayfinding would be provided to help navigate through the site.



Park masterplan

The park would link through to The Boulevard public realm at the office campus. A similar arrangement would be created once the Phase 2 development is complete in the wider SRF area.

The Planning Submission

This application is supported by the following information:

- Planning Statement;
- Landscape Masterplan;
- Tree Retention and Removal Plan;
- Hardworks Plan;
- Softworks Plan;
- Levels Plan;
- Illustrative sections;
- Furniture and Wayfinding Plan;
- Lighting Strategy Plan;
- Edgings and Boundaries;
- Landscape Management and Maintenance Strategy;
- Public Benefits Statement;

- Drainage Strategy;
- Design & Access Statement (including Waste Management Strategy and Blue & Green Infrastructure Statement);
- Statement of Consultation;
- Crime Impact Statement;
- Transport Statement;
- Sustainability and Environmental Standards Statement; and
- Construction Management.

The application is also the subject of an Environmental Statement which includes the following chapters:

- Air Quality;
- Biodiversity;
- Climate Vulnerability;
- Effects on Climate;
- Ground Conditions and Contamination;
- Historic Environment;
- Human Health;
- Materials and Waste;
- Noise and Vibration;
- Townscape and Visual;
- Water Resources and Flood Risk;
- Wind Microclimate;
- Socio-economics; and
- Cumulative Impacts.

Land Interest The City Council has an interest in the site as landowner and Members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

Consultations

The proposal has been advertised as a major development, EIA Development, of public interest and affecting the setting of a conservation area and listed building. Site notices were displayed. Notification letters were sent to residents and businesses and the following representations have been received.

Two letters of support have been received. The comments can be summarised as follows:

- This is a great plan with lots of green space and good access to Great Ancoats Street. Get shovels in the ground;
- A park would be a great idea. Some green space would really help people to enjoy nature in the busy city and be great for wellbeing and health.

Six neutral letters has been received. The comments can be summarised as follows:

- The proposal does not include the skate park. This would be a perfect opportunity to give the city something unique, a way to cherish and develop

the youth in a positive way and give them support for a purpose that is positive. A skate park, within the green space, not soulless offices and a patch grass. A skate park would give the youth togetherness and an outlet;
- The principle of creating new parks and greenspace where possible in the city centre is supported but calling this development a park is generous. More could be done to make sure maximum benefits are produced. Very little of the green space built will actually be accessible - walled raised beds of grass are not usable spaces and have poor connectivity (i.e. to each other). Therefore they only offer limited benefit in terms of green space access for people, or connectivity for biodiversity.

Fifteen objections have been received. The comments can be summarised as follows:

- This proposal is not a park despite the imagery. The majority of the area will be paved. Small patches of grass does not constitute a park. Its landscaping for the offices and this is a misuse of public money;
- The initial consultation at no point made mention of a 3.6m (almost *12 feet*) concrete wall around one of the buildings. The renders released for press purposes don't show the 3.6 (almost *12 feet)* concrete wall around one of the buildings. This is a prime location and to construct a building with no active frontage and a 3.6 (*12 feet*) wall around it is madness;
- The concept appears to show sparse patches of green, lightly scattered between swathes of concrete. Surely by utilising the space to incorporate more green and natural terrain, you save money and encourage more wildlife, reduce the carbon footprint of the project, and gift the people of Manchester with an actual park, rather than a glorified path to yet more high rises and concrete;
- The proposed park is positioned between two tall buildings, which would result in a narrow, shaded area with minimal sunlight. This layout restricts both the size and usability of the park, making it feel more like a pathway than a true open space for recreation. Ancoats residents frequently gather in sunny, open areas, such as the grassy patch near the canal, to enjoy the outdoors.
- Placing the park between tall buildings would prevent it from serving as a vibrant and accessible community space.
- Relocating the park to the side of Old Mill Street would create a larger, open, and airy green space with ample sunlight. This would encourage greater use of the park, particularly during the summer months when outdoor gatherings are most popular. An open park would also provide a more pleasant experience for pedestrians, children, and families, fostering a stronger sense of community;
- The office building would create a wall like effect to the new park and affect its openness. Moving the taller buildings to the opposite side of the site would preserve the feel on Old Mill Street and help prevent a canyon like effect on the green space;
- The proposals need to embrace the canal connectivity and that to the Marina;
- There is no account take for the stake park;
- Missed opportunity with the positioning of the new park the new masterplan and does not feel successfully integrated into the adjacent Cotton Field Park.

- The new park is long and thin and would be overshadowed by the new buildings;
- The extension leg of the new park against the ring road is poorly positioned - who would want to sit next to a busy, traffic-congested ring road;
- The buildings should be repositioned to create a barrier to Great Ancoats Street. The canal basin should be extended to create a larger urban park. The northern office building should be made taller to create a more central parkland;
- The proposal does not take account of the skate park which is present at the site. This is one of the remaining, freely accessible skate locations within the city centre. If development takes place it should incorporate an area for the skate community to be involved, it is essential the city council start protecting and providing for one of the most important, innovative and inclusive communities within its city;
- Safe places for skateboarding in Manchester have been dwindling dramatically over the last 10 years and to push out yet another harmless community will only do further damage to the spaces available to young people in the city

Highway Services the site is in a highly sustainable location and the park would only generate local trips with the majority by foot/cycle. It is unlikely to generate a significant increase in vehicular trips. Vehicular access would be required for maintenance and emergency vehicles only from Hugh Oldham Way. The level of maintenance/emergency trips should be in the region of 1 vehicle per day.

The uncontrolled pedestrian crossing at Hugh Oldham Way should be a raised crossing with tactile paving.

A construction management plan is required which details how construction impacts on the local highways network would be managed.

HS2 no part of the site is in the safeguarded area. However, as safeguarding remains in place on the public highway frontages to Great Ancoats Street and Old Mill Street, they request that any decision notice includes an informative for awareness.

Environmental Health a construction management plan, including a dust management plan and details of lighting should be a condition. The waste management arrangements are acceptable**.** Connections to Cotton Field Park should to be restricted to 08:00 to 20:00hrs April to October, and 08:00 to 19:00hrs November to March. The park area would be open 24hrs. The remediation plan should be agreed as part of the application.

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

Greater Manchester Ecology Unity (GMEU) the proposal abuts a short section of the New Islington Marina, part of the Rochdale Canal SBI with boats accessing the marina from the Rochdale Canal. It is primarily landscape works with no major construction works, particularly adjacent to the marina where existing grassland is to be removed and replaced with sealed surface. The risks of negative effects are

therefore low. A construction environmental plan should be agreed. Any tree removal should use ‘soft felling’ techniques. No works to trees should be carried out in bird nesting season. A method statement for wall cotoneaster should be agreed. Bird and bat boxes should be agreed.

A biodiversity assessment indicates that 10% net gain would be achieved for area habitat with a very minor shortfall in river unit because of the proximity of the development to the New Islington Marina. The purchase of off site water credits would therefore be required. The on-site units proposed are significant. The management and retention of these on site habitats should be the subject of a 30 management plan.

Flood Risk Management advise that further investigations should be undertaken to examine the location of the culvert. Details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

United Utilities (UU) object to the proposal on the grounds there are UU assets at the site which should be investigated and further consideration should be given to the drainage scheme to ensure it meets sustainable drainage principles.

Environment Agency previous industrial activities result in elevated concentrations of contaminants with a medium risk of contamination that could be mobilised during construction and pollute controlled waters. The deep culverted Shooters Brook should be subject to further assessment. Conditions are recommended to further consider the impact on controlled waters.

Greater Manchester Archaeological Advisory Service (GMAAS) the site has archaeological interest and could retain important physical evidence for the development of Ancoats during the late 18th and early 19th centuries. Further archaeological investigation is warranted in advance of development and a condition should be imposed to secure those works.

Historic England do not wish to comment.

Canal and River Trust (CRT) the park would not be immediately adjacent to the canal corridor, but it would be accessible through the office proposal. They welcome the intention to have wayfinding in the park to aid movement and connectivity towards the canal.

Design for Security at Greater Manchester the proposal should be carried out in accordance with the Crime Impact Statement.

The Development Plan

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved. Planning applications in Manchester must be decided in accordance with the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

Places for Everyone

Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted March 2024.

The relevant policies are as follows:

JP-Strat1 - Core Growth Area – The park would support the role of the city centre as a major growth area in the region. The park would support the new digital campus and connect into wider public realm.

JP-Strat2 – City Centre – The proposal would help consolidate the role of the city centre as the most significant economic location in the country outside of London. The location is accessible near public transport, walking and cycle routes.

JP-Strat14 – A Sustainable and Integrated Transport Network – This proposal would create a park close to excellent public transport. Connections for pedestrians and cyclists in and around the site would be improved.

JP-S1 – Sustainable Development – This is longstanding, brownfield site. There is known contamination at the site but is not considered to be complex. On site biodiversity improvements and management of water and recycling would ensure this is a sustainable development.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA and would not exacerbate current air conditions. Measures would be employed during construction to control dust and impacts from the construction and earthwork activities. This would be a car free development with on site cycle provision.

JP-S6 – The waste hierarchy includes recycling bins. Waste would be minimised during construction.

JP-G1 – Landscape Character – The proposal would improve the setting to the Marina. It includes natural stone and tree planting and would respond positively to the historic canal context and nearby listed buildings and conversation area. There would be historic references on the boundary treatment which would explain the history of the area and the below ground archaeology.

JP-G2 – Green Infrastructure Network – 96 trees would be planted with other planting and would mitigate for the trees and vegetation that would be lost.

JP-G3 – River Valleys and Waterways – The proposal would respond positively to the Marina. Tree planting would create an inviting space to dwell.

JP-G6 – Urban Green Space – The park would support the community and the new office development. The public realm would also improve the environment along Great Ancoats Street offering a green edge to this main arterial route.

JP-G7 – Trees and Woodland – 96 new native trees would be planted at the site which is a significant number in the city centre. This would adequately mitigate the trees to be lost at the site along with a net enhancement. Biodiversity and improvements to the character of the area, particularly Great Ancoats Street and the New Islington Marina would result.

JP-G8 – A net enhancement of biodiversity and geodiversity – There would be a net gain of biodiversity at the site from new tree planting and vegetation improvements. Off site improvements would be sought to further enhancement to a water course environment.

JP-P1 – Sustainable Places –New public realm and landscaping would enhance the setting of adjacent buildings at the digital campus and improve the character of the local area, particularly along Great Ancoats Street and the Marina. Water would be managed on site in line with sustainability principles. The development would be fully accessible and would create legible and accessible public realm. There would be improved connections beyond the site boundaries in the form of new links to the adjacent office development and Marina along with highway improvements.

JP-P2 – Heritage – The site sits adjacent to the Ancoats conservation area and nearby listed buildings. All heritage assets would remain legible and understood. There would also be heritage benefits from the removal of the vacant site.

JP-P6 – Health – The development would support active travel to and around the site in the interest of health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create new public realm, and links to other areas of open space and recreation, which promotes health and wellbeing for residents, visitors and those working at the site.

JP-C1 – An Integrated Network –On site cycle provision would be created. Trips during the construction process would be managed to minimise the impact on the local highway network.

JP-C3 – Public Transport – The proposal is well connected to accessible forms of public transport together with enhancement to the pedestrian environment and walking and cycling routes.

JP-C4 – The Strategic Road Network – The proposal would not result in any undue harm to the capacity of the local highway network. There would be no on site car parking which works encouraged visitors and to travel to the site by sustainable means. Construction impacts would need to be carefully managed. Any impacts would be short in duration and would vary over the 12 months of construction.

JP-C5 – Streets for All – The public realm created would be best in class and meet all accessible needs. The environment along Great Ancoats Street would be greatly improved creating a more friendly and accessible environment for all. Cycle provision would be created in the public realm.

JP-C6 – Walking and Cycling – The development has been designed to support pedestrian movement and cycling. Safe and secure routes would be created through the site which are well lit, clear wayfinding and offer level access. Cycle provision would be made available within the public realm. Great Ancoats Street would be improved with new hard landscaping and trees.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives

The Core Strategy contains a number of Strategic Spatial Objectives that form the basis of the policies contained therein, as follows:

SO1. Spatial Principles this is a highly accessible location. The park would provide recreational space for the community and for the new offices. Trees, planting and other measures would improve biodiversity and minimise impact on the climate.

SO2. Economy The park would support the regeneration of the wider SRF site and create a destination in a highly accessible location. Jobs would be created in the construction and maintenance of the park.

S05. Transport The park would be highly accessible and would improve connectivity in the area, particularly to transport links and access to the marina and canals.

S06. Environment The park would enhance the natural and built environment, ensure the sustainable use of natural resources to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and, ensure that the City is inclusive and attractive to all.

Policy SP 1 (Spatial Principles) - The park would have a positive impact on visual amenity and the character of the area. It would be high quality and complement the hard and soft landscaping which is emerging for the public realm at the wider SRF site. The park would form a key piece of placemaking and would enhance movement.

Policy EC1 (Land for Employment and Economic Development) – The park would complement and support the office space on the adjacent Phase 1 site. The site is in a highly accessible location for employment growth. The site is well connected to transport infrastructure and would encourage walking, cycling and public transport use.

This is a key location for major employment growth. The park would use the site efficiently and enhance the sense of place. It would be near to a range of transport modes and create a safer place by reducing opportunities for crime.

Policy EC3 (The Regional Centre) – This is an appropriate location for a park with excellent sustainable transport nearby. It would form an integral part of the regeneration of this employment led site and act as a catalyst for wider regeneration.

Policy CC1 (Primary Economic Development Focus (City Centre and Fringe)) – This would be a high quality proposal and would help support the employment led regeneration of the SRF site.

Policy CC5 (Transport) - The proposal would be accessible by a variety of modes of sustainable transport which would minimise its impact on local air quality.

Policy CC7 (Mixed Use Development) – The ground floor would provide a new public park supporting residents, business and visitors.

Policy CC8 (Change and Renewal) – Jobs would be created during construction.

Policy CC9 (Design and Heritage) - The design would be high quality. The proposal would have a positive impact on the setting of nearby listed buildings and the conservation area. This is discussed in more detail in the report.

Policy CC10 (A Place for Everyone) – The proposals would be a catalyst to the regeneration of this key strategic site and would complement nearby regeneration activity. The proposal would be fully accessible.

Policy T1 (Sustainable Transport) – This would be a car free development in a highly accessible location to rail, tram, bus and cycle infrastructure. 54 cycle spaces would be provided on site together with enhanced linkages to existing cycle and pedestrian links.

Policy T2 (Accessible Areas of Opportunity and Need) – The proposal would be accessible by a variety of sustainable transport modes and would help to connect residents to jobs, local facilities and open space.

Policy EN1 (Design Principles and Strategic Character Areas) - The design would enhance the character of the area. The design responds positively at street level, particularly along Great Ancoats Street, and would enhance permeability. The design is discussed in detail below.

Policy (EN3 Heritage) – The impact on the settings of the listed buildings and the Ancoats conservation area is positive and discussed in more detail in the report.

Policy EN6 A Sustainability Statement sets out how development would comply with the target framework for CO2 reductions from low or zero carbon energy supplies.

Policy EN8 (Adaptation to Climate Change) – measures would be incorporated into the scheme to minimise its impact on the climate.

Policy EN9 (Green Infrastructure) – the park would include 96 new trees and planting. This would support the City' green infrastructure ambitions along with creating links to areas of open space and public realm.

Policy EN11 (Quantity of Open Space, Sport and Recreation) – The park would support the employment led regeneration of the wider site and nearby residents. The park would be connected with existing spaces such as Cotton Field Park and the adjacent digital campus as well as being fully accessible for those with accessibility needs, pedestrians and cyclists. It would provide a significant uplift in biodiversity.

EN12 (Area priorities for Open Space, Sport and Recreation) – The area priorities for the city centre and east Manchester is to provide new open spaces in accessible locations that integrate into the character of the area.

Policy EN15 (Biodiversity and Geological Conservation) – The removal of trees and vegetation would impact on the ecological and biodiversity value of the site. Mitigation would provide a higher quality and more considered landscaping which would support the SRF.

Policy EN16 (Air Quality) - The park would be highly accessible by all forms of public transport. It would not compromise local air quality conditions. Appropriate mitigation can be put in place during construction. Cycling is encouraged with 54 cycle stands.

Policy EN17 (Water Quality) – An assessment of the site's groundwater conditions shows the proposal would be unlikely to cause contamination to surface and ground watercourses and the impact on water quality can be controlled by a condition. The culvert and other water assets must be properly identified and surveyed.

Policy EN18 (Contaminated Land and Ground Stability) - A desk study identifies possible risks arising from ground contamination and, as under Policy EN17 above, the impact could be controlled through a condition.

Policy EN19 (Waste) - The proposal would be consistent with the principles of waste hierarchy. Waste bins would be installed at the site which would encourage recycling.

Policy DM1 (Development Management) – Careful consideration has been given to the design and layout of the development along with associated impacts on amenity. The development includes significant new green infrastructure and biodiversity net gains which support climate objectives.

These issues are considered full, later in this report.

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

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore

have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC18.1 Conservation Areas – The proposal would result in a positive impact on the character and appearance of the adjacent conservation area. This is discussed in more detail later in the report.

Saved Policy DC19.1 Listed Buildings – The proposal would result in a positive impact on the setting of the nearby listed buildings. This is discussed in more detail later in the report.

Saved Policy DC20 Archaeology – An archaeological desk based assessment concludes there is evidence of below ground archaeology and this needs to be investigated further and this can be secured by condition.

Saved Policy DC26.1 and DC26.5 Development and Noise – The application is supported by acoustic assessments and it is considered that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise. This is discussed in more detail later on in this report.

Saved policy E3.3 states that the Council will upgrade the appearance of the City's major radial and orbital roads and rail routes. This will include improvements to the appearance of adjacent premises; encouraging new development of the highest quality; and ensuring that landscape schemes are designed to minimise litter problems. Great Ancoats Street significant road route in the City. This proposal provides a new and exciting environment to Great Ancoats street. The removal of part of the vacant marks a significant milestone in the redevelopment of the SRF site and would support the wider employment led regeneration of the area.

Other material policy considerations

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

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

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

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

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

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

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

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

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

The park would provide a significant new green space in the city centre and respond positively to the adjacent proposed buildings and Marina. High quality materials would be used for the hard landscaping. Secured by Design principles are incorporated along with measures to ensure a fully accessible development.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

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

Public realm would improve accessibility in and around the site including to the Marina and Great Ancoats Street. New routes would be established to Cotton Field Park. 96 new trees would be planted alongside other enhancement measures.

Former Central Retail Park Strategic Regeneration Framework (2023)

The SRF vision is to create a high-quality, sustainable office district with public realm. A park would provide green space and recreational facility for the residents, office workers, employees, and visitors. The proposals build on the sites strategic location and its strong connections to the city centre and transport networks.

The masterplan would facilitate the delivery of a green space linking Cotton Field Park and the Marina with Great Ancoats Street and provide a new amenity to the local community. It would be a significant piece of green space through the central spine of the site and be instrumental in delivering ground floor activity and high-quality building edge treatment and ensure safe and accessible routes for all. These connections would allow people to access the retail offer in New Islington.

The proposal would deliver this vision and the park would create improved connections to both the development plots as well as through to Cotton Field Park.

City Centre Strategic Plan 2015-2018 (March 2016)

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

The proposal would support the employment led regeneration of the wider SRF site and provide a valuable green space for recreational purposes in the city centre.

Manchester Strategy (January 2016)

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

The proposal would support the employment led regeneration of the wider SRF site and provide a valuable green space for recreational purposes in the city centre.

National Planning Policy Framework (2024)

The revised NPPF was re-issued in December 2024. The document states that the '*purpose of the planning system is to contribute to the achievement of sustainable development.* The document clarifies that the '*objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 6 '*Building a Strong, Competitive Economy'* states that significant weight should be placed on the need to support economic growth and productivity, taking into account both local business needs and wider opportunities for development (paragraph 85).

The park would be delivered alongside 83,000 sqm of Class E office accommodation at the former Central Retail Park. The two developments would support economic growth in this part of the city centre, attract investment and create jobs. Construction jobs would also be created as part of the development and initiatives would be used to ensure this is local employment where possible.

Section 8 '*Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 96

The proposal would be safe and secure with age friendly seating, lighting and accessible routes. Cycle parking is also provided

Section 9 '*Promoting Sustainable Transport'* states that '*significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health*' (paragraph 110).

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

significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117)

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is located in the city centre, is well connected to all public transport modes which would encourage sustainable travel. This would be a car free development. There would be no unduly harmful impacts on the traffic network. There would be improvements to the public realm around the site to aid movements alongside a wider package of highway improvements.

Section 11 '*Making effective use of land'* states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions'* (paragraph 124).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 125)

Paragraph 130 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF.

The proposal would provide a significant area of public open space and public realm in the eastern part of the city centre. The proposal would support the wider redevelopment of the SRF site for employment purposes.

Section 12 '*Achieving Well Designed Places'* states that '*the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process''* (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the place making being created at the digital campus on the adjacent site. This would improve permeability. Biodiversity, green infrastructure and water management measures are included within the public realm. Trees would be planted.

Section 14 '*Meeting the challenge of climate change, flooding and coastal change'* states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 168).

Sustainable drainage principles would be incorporated into the development to help manage water. There would be significant biodiversity improvements at the site alongside new trees and other forms of planting.

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

Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

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

Paragraph 198 outlines that decisions should ensure that new development is appropriate for its location, taking into account the likely effects of pollution in health, living conditions and the natural environment.

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

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process.

Section 16 '*Conserving and enhancing the historic environment'* states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 207).

In determining applications, local planning authorities should take account of: the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 210)

In considering the impacts of proposals, paragraph 212 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 213 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 216).

The proposal would not result in any harm to the heritage assets. This is considered in detail in the report.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development proposals that accord with an up-to-date development plan without delay.

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution.
- using green infrastructure, in particular trees, to absorb dust and other pollutants.
- means of ventilation.
- promoting infrastructure to promote modes of transport with low impact on air quality.
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include dust management measures to minimise the impact of the construction process.

This would be a car free development.

Noise states that Local planning authorities should take account of the acoustic environment and in doing so consider:

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

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

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

A construction management plan would include measures to minimise noise impacts of the construction process.

Noise generated by the development would be commensurate with a city Centre context.

Design states that where appropriate the following should be considered:

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

The removal of the vacant site would improve the visual amenity of the area and Great Ancoats Street in particular. The materials would be high quality and green infrastructure would provide a high quality setting to the wider employment led regeneration of the former retail park.

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy

choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

The proposal would create new public realm and play spaces. This would provide space for people to dwell, relax and exercise. The park would help improve connectivity for pedestrians and cyclists, including to the New Islington Marina and other adjacent spaces.

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

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

This is a highly accessible location. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes. There would be on site cycle provision.

Other legislative requirements

Section 66 Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

Section 72 of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that in considering whether to grant planning permission for development that affects the setting or character of a conservation area the local planning authority shall have special regard to the desirability of preserving or enhancing the character or appearance of that area

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Environmental Impact Assessment The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 2017 and has considered the following topic areas:

- Air Quality;
- Biodiversity;
- Climate Vulnerability;
- Effects on Climate;
- Ground Conditions and Contamination;
- Historic Environment;
- Human Health;
- Materials and Waste;
- Noise and Vibration;
- Townscape and Visual;
- Water Resources and Flood Risk;
- Wind Microclimate;
- Socio-economics; and
- Cumulative Impacts.

The proposal is an “Infrastructure Project” (Schedule 2, 10 (b)) as described in the EIA Regulations. An EIA has been undertaken covering the topic areas above as there are judged to be significant environmental impacts as a result of the development and its change from the current use of the site as a car park. The EIA has been carried out on the basis that the proposal could give rise to significant environmental effects. In accordance with the EIA Regulations, this ES sets out the following information:

- A description of the proposal comprising information about its nature, size and scale;
- The data necessary to identify and assess the main effects that the proposal is likely to have on the environment;
- A description of the likely significant effects, direct and indirect on the environment, explained by reference to the proposals possible impact on human beings, water, air, climate, cultural heritage, townscape and the interaction between any of the foregoing material assets;
- Where significant adverse effects are identified with respect to any of the foregoing, mitigation measures have been proposed in order to avoid, reduce or remedy those effects; and
- Summary, in non-technical language, of the information specified above.

It is considered that the environmental statement has provided the Local Planning Authority with sufficient information to understand the likely environmental effects of the proposals and any required mitigation.

Conservation Area Designations

The significance of the Ancoats Conservation Area is derived from the former cotton spinning mills, which dominate the area and are principally located adjacent to the Rochdale Canal and the nearby housing. Historically throughout the area, there have

always been commercial and residential buildings. This juxtaposition, and interlinking of manufacturing, transport and residential uses meant that Ancoats functioned as the first industrial estate in the world.

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

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

Issues

Principle of the redevelopment of the site and contribution to regeneration

The contribution that a scheme would make to regeneration is an important consideration. The City Centre is the primary economic driver in the City Region and Regional Centre and creating an attractive city with a wide variety of recreational uses is important as the city centre's population and employment offer grows.

Social and environmental benefits of developments are central to policies SP1 of the Core Strategy and JP-S1 of PfE. In addition, the creation of new open spaces in accessible areas of the city centre is also supported by policies EN11 and EN12 of the Core Strategy. Creating healthy, inclusive and safe places which promote social interaction through the delivery of high-quality public space and safe and accessible green infrastructure is highlighted by the NPPF (section 8) along with making efficient use of brownfield land (section 11).

The Former Central Retail Park SRF seeks to create a commercial-led mixed use destination with a new public space. This proposal is consistent with the SRF vision and would act as a catalyst for development of the remaining site. 96 trees would be planted and a lawn of 659 sqm. The park would have a capacity for up to 435 people in the seating areas, 659 on the lawns and 1551 within areas of hardstanding. Play spaces would be created for formal and informal play. There would also be improved permeability and accessibility.

The development value of the scheme is estimated to be £6 million. The construction of the park is likely to create 60 gross full-time equivalent (FTE) jobs. Future ongoing maintenance of the park would create 4 FTW jobs. Local recruitment would be prioritised.

The proposal would therefore be consistent with the policies in the development plan including SP1, EC1, EC3, CC1, CC7, CC8, CC9, CC10, EN1, EN9, EN11, EN12 and

DM1 as well as strategic policies in Places for Everyone such as JP-Strat2 and Policy JP-J3 together with the City Centre Strategic Plan.

Climate change and sustainability

This is a highly sustainable location with excellent access to public transport including rail, bus and tram infrastructure. It would develop a brownfield site and sustainability would be embedded into the design and construction. This would be a car free development with users walking and cycling to the site.

The construction process would use good practice to source materials and labour locally where possible; reduce vehicle emissions and dust; manage water; improve biodiversity and social value, to minimise impacts on climate change. The impact on the New Islington Marina would be minimised.

The 96 trees and landscaping would improve biodiversity and surface water would be managed. Energy efficient lighting would be used to light the park and recycling would be promoted through recycling bins.

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

The proposals for the park are comprised of 4 areas: The Great Ancoats Street Gateway; The Tired Graden; The Central Lawns; and Cotton Field Park connection.



Four character areas

The Great Ancoats Street Gateway

The Great Ancoats Street Gateway would create a fully accessible route from the corner of Great Ancoats Street and Old Mill Street. Stepped access would be created northwards along Great Ancoats Street. It would be a green buffer to the road improving the experience of pedestrians.





The Great Ancoats Street Gateway

It would contain work out equipment, picnic space, cycle provision and seating. Yorkstone would provide high quality footpaths.



Visual 1 depicting the arrival into the Park via the stepped access on Great Ancoats Street



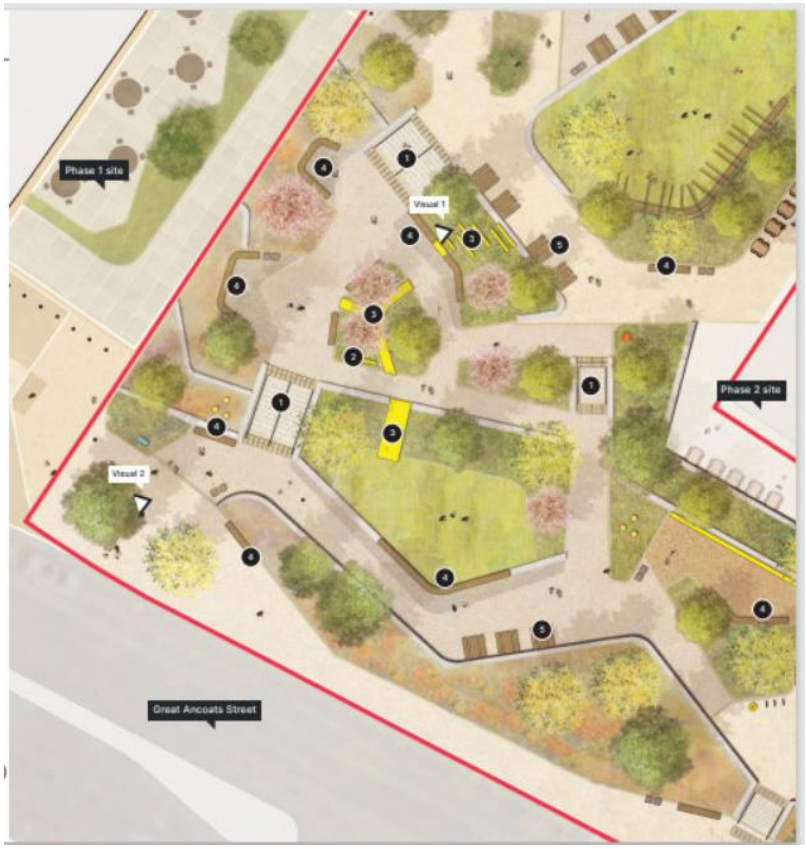
Images through the Great Ancoats Street Gateway



Areial Images through the Great Ancoats Street Gateway

The Tiered Graden

The Tiered Garden would be a further accessible entrance to the park from Great Ancoats Street. It meanders through a series of terraced gardens creating a fully complaint accessible route. There are more direct stepped routes. It would contain play equipment, picnic space and seating.



The Tiered Graden



/isual 1 of the informal play route through planting on the terraced gardens



Images of the Tiered Garden

The Central Lawns

This is the arrival point into the centre of the Park, where large lawn spaces create a central heart space. Larger areas of hardstanding would accommodate the flow of users from the development plots to ensure that there is permeability through the site and connections as each development site as they are brought forward. It would be a significant space away from Great Ancoats Street and contain seating, loungers, picnic areas and cycle provision within this area.



The Central Lawns



isual 1: Central Lawns providing space for users to relax, socialise and play



Images of the Central Lawns

Cotton Field Park Connection

This would create a formal route through to Cotton Field Park. Hugh Oldham Way would provide access to the medical centre and school. Hardstanding arrival space, with informal seating, invites users into the space. A timber boardwalk extends the language from Cotton Field Park and ties the spaces together. There would be a formal play zone and a gravel play zone in this area.



Cotton Field Park Connection



Visual 1: Central Lawns view from the Boardwalk across the park towards the terraced gardens

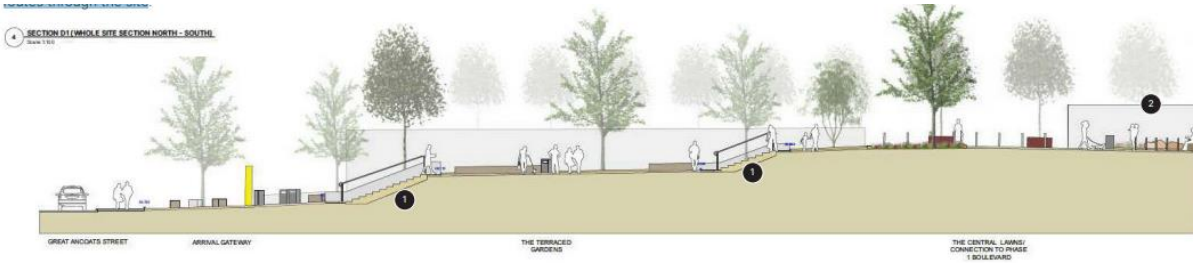


Images of Cotton Field Park Connection

The park would improve pedestrian connectivity from Great Ancoats Street and Ancoats and New Islington, this includes linkages through Cotton Field Park, during daylight hours, when it is open to the public.

Access and egress to the northern end of the new park would be maintained to Old Mill Street when Cotton Field Park is closed, as part of Phase 2, or in the event of that development not being brought forward in advance of the completion of the park, via a dedicated access route between the park and Old Mill Street.

There are significant level changes at the site which would be altered to ensure level access and a seamless transition across the two sites. The park would address the level changes from Great Ancoats Street to Cotton Field Park with ramps, steps, ramps and planting that create a fully accessible route.



Section from Great Ancoats Street to the Central Lawns

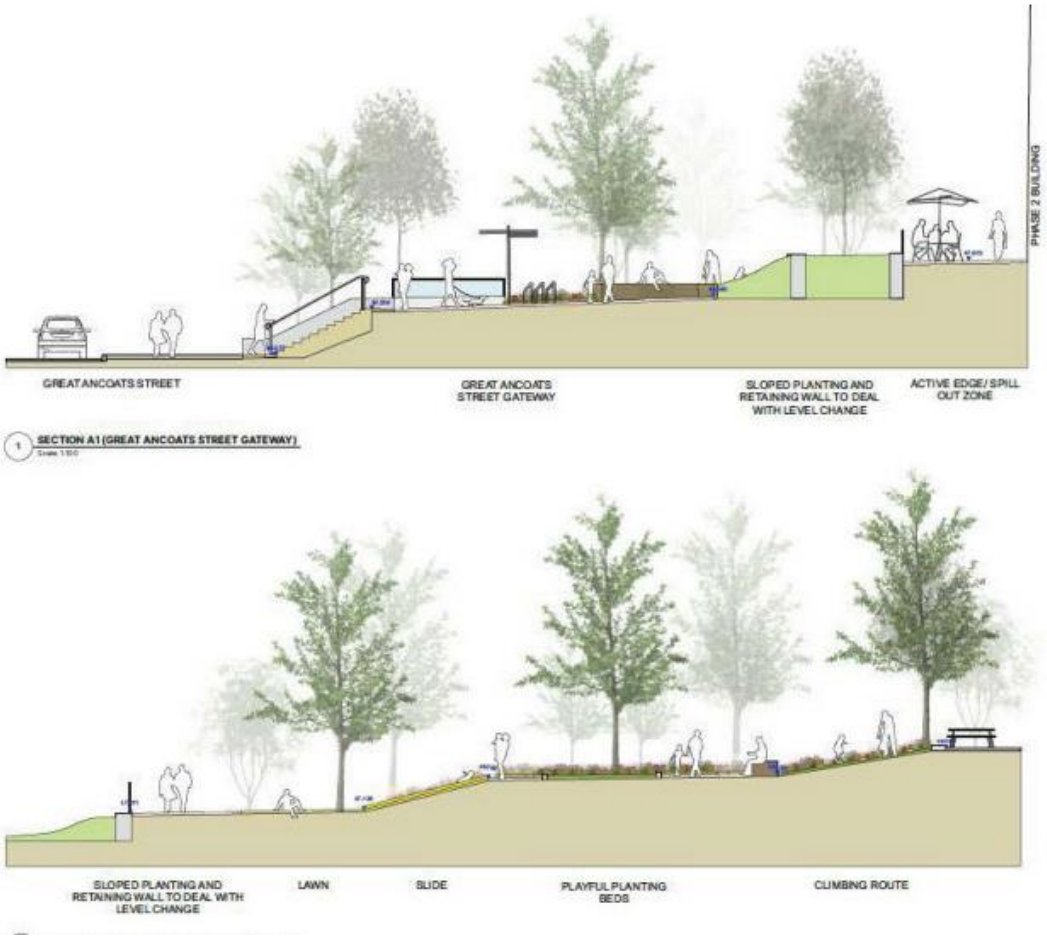


Section through the Central Lawns



Section through the Central Lawns to Cotton Field Park

The manner in which the change in levels has been dealt with would provide sloped planting that encloses and raises the space away from Great Ancoats Street. There would be spill out space from the digital campus.



Section through the terrace gardens

Historic interpretation would acknowledge the links between the former uses at the site and the adjacent historical context of the conservation area. Timber, stone and iron work would be used in the seating, paving, play spaces and wayfinding. The wall between the digital campus office building and the park would incorporate artwork and historical interpretation. Sculptural features, playful elements and exercise equipment allows for a range of users to benefit from the park environment.



Final park design

Impact of the historic environment and cultural heritage

The site is not in a conservation area and does not contain any listed buildings. It is close to the Ancoats conservation area and the following listed buildings:

- Royal Mill (Grade II*);
- Brownsfield Mill (Grade II*);
- Decker Mill Old Mill (Grade II*);
- Doubling Mill Fireproof Mill (Grade II*);
- Sedgwick Mill (to west of junction with Murray Street) (Grade II);
- The Former Rochdale Canal Warehouse (Grade II*);
- The Grade II listed structures associated with the Rochdale Canal, including:
    - Rochdale Canal Lock No.82, to east of Great Ancoats Street (Grade II);
    - Rochdale Canal Retaining Wall on South Side of Redhill Street, West of Union Street Bridge (Grade II); and,
    - Rochdale Canal Towpath Footbridge and Associated Ramps Opposite Brownsfield Mill (Grade II).

Legislation and planning policy seek to preserve and enhance the character, appearance, and historic interest which heritage assets possess. Sections 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A

1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings and conservation areas.

A heritage assessment has considered the impact of the proposal on the historic environment as required the NPPF. The impact on the setting of the heritage assets and on key views has been assessed to allow the impact of the proposal to be understood and evaluated. The affected listed buildings and conservation areas form part of the wider character and view of the site and have been considered in detail.

Canal Structures

The Rochdale Canal opened in 1804 and is situated to the northern boundary. The canal network was an integral park of the success of Ancoats during the industrial revolution. The Rochdale Canal retaining wall (Grade II) is on the north side of the canal on Redhill Street. It is constructed of red bricks, with a parapet of milstone grit slabs with rounded tops.

Rochdale Canal Lock Number 82 (Grade II) is constructed of coursed sandstone blocks with substantial bullnose coping stones. The chamber is flanked by timber lock gates with balancing beams.

The Rochdale Canal towpath footbridge and associated ramps opposite Brownsfield Mill (Grade II) is formed by a pair of slab walled cobbled ramps which provide access to a modern wooden footbridge linking with the Garde II* listed building of Brownsfield Mill. It is separated from the proposal by Great Ancoats Street and has a strong historical and visual relationship with Brownfield Mill.

Union Street Bridge (Grade II) carried New Union Street over the Rochdale Canal at its junction with Redhill Street. The bridge was constructed in the later 19th Century to replace an earlier swivel bridge, was rebuilt in 1903, and was recently restored. It has cast iron panelled parapets and sandstone piers. It has a towpath deck on the southern canal side with a spiral cobbled ramp leading from the deck to the towpath tunnel.

The Former Rochdale Canal Warehouse (Grade II*) was constructed in 1836 providing storage for the Rochdale Canal Company. It is a six storey building of 13 bays, constructed of brown brick with sandstone dressings, with round-headed windows. The warehouse was constructed over an arm of the Rochdale Canal, incorporating two shipping holes flanked by wagon entrances to enable easy loading and offloading of goods. Now converted to residential use, the warehouse is flanked by a substantial boundary wall to Tariff Street, evidencing the importance of security for operation of the building. It is one of only two surviving warehouses associated with the Rochdale Canal and was constructed in the final days of the canal network's dominance prior to the rapid expansion of the railway network. The warehouse is of historic and architectural value for its connection to the canal and for its preservation of evidence of the construction and operation of canal warehousing. It is situated close to the Rochdale Canal and forms part of a group with other canal structures. Its height and block form are in keeping with the dense collection of industrial and urban buildings characteristic of the area.

These listed structures are functional structures of the canal network and have group value, contributing positively to the Ancoats townscape, the setting of the listed mills and representing engineering methods of the era, as well as their own individual listing. Their significance is derived from their historic interest as evidence of canal infrastructure and the link with Ancoats industrial activity.

The site currently detracts from the setting of the listed canal structures, particularly the retaining wall and lock number 82.

There would be limited impacts on the listed canal structures during construction including loss of character or understanding of the significance of the assets. The temporary construction hoardings would be sufficiently separated from the site to not give rise to any unacceptable levels of harm over its current condition.

When the park is complete, there would be limited visual relationship with the canal and its listed assets due to the presence of the office buildings which would screen the park. Heritage features at the park would reference and highlight the relationship to the canals and watercourses. This would enhance understanding of the assets.

Textile Mills

Sedgwick Mill (Grade II) is the result of two main phases of development: as a cotton spinning mill (1818-1820) and a doubling mill (1868) constructed around a central courtyard. The former mill is 8 storeys in a U plan block of 17 bays fronting onto Redhill Street whilst the doubling mill is 5 storey block of 15 bays. Both mills were constructed using fireproof construction methods of the time and retail evidence of boiler and engine houses.

The mills have been converted and a glazed roof inserted over the courtyard. The architecture of the mills retain their utilitarian appearance being constructed of red brick with a repetitive fenestration.

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Royal Mill (Grade II*) was constructed in the later 18th Century. The mill is of six and seven storeys and is constructed of red brick with decorative terracotta and stone detailing supported by an internal steel frame. The external elevations are characterised by repetitive segmental headed windows to Redhill Street and Henry Street. There is an elaborate entrance to Redhill Street and domed stair tower to the north west. The building has both historic and architectural quality and is an early example of main powered textile mill.

Decker Mill and Old Mill (Murrays' Mills) (Grade II*) was one of the pre-eminent textile mills in Manchester. Old mill opened in 1798 and is Manchester's oldest surviving textile mill. Decker Mill dates from 1801-02. Constructed in brown brick, the mills are utilitarian in design and have a frontage facing the Rochdale Canal. They are formed by a 21 bay elevation with segmented headed windows with no architectural elaboration. The internal aspects of the building have been constructed of a fire proof construction and retain original firefighting equipment. Their significance is derived form them being a large early textile mill. The mills are arranged around a central courtyard, which was formally a canal basin. The remainder of the Murray

complex is former by New Mill (Grade II*) which was also a cotton spinning mill but this is separated from the application site by Decker and Old Mill.

Doubling Mill and Fireproof Mill (Grade II*) were constructed in 1842 as cotton doubling mills and warehousing. The doubling mill comprises 5 storey, eight bay block fronting onto Redhill Street dropping to four storeys as it continues along Bengal Street. Constructed of red brick, and using fire proof construction, the buildings are of simple and functional design with regularly arranged windows with flat arched stone heads. The former location of the internal engine house remains legible in the presence of two double-height arched windows to the left of the Redhill Street elevation of Doubling Mill. Now converted for office use, the building has been altered. The building retains its significance as a evidence of cotton mill design and its association with the Murray's mill complex.

Brownsfield Mill (Grade II*) was built as a cotton spinning mill in 1825. In contrast the Murray mills, the Brownsfield mill, rented out space rather than operating a single mill. The building is seven storeys constructed directly into the Rochdale canal and access by the footbridge from the canal towpath. The building has a regular fenestration, with segmental headed windows across all floors. The former location of the engine house is defined by a tiple height rounded headed window to the west of the building. A canal basin is formally located along the west of the building which is now infilled.

The setting of the mill on the Rochdale Canal, and its relationship to the mills along Redhill Street, contributes to the significance of the mill.

The impact on the listed mills would be limited during construction including loss of character or understanding of the significance of the assets. The temporary construction hoardings would be sufficiently separated from the site to not give rise to any unacceptable levels of harm over and above the current condition of the site.

The green infrastructure and high quality materials at the completed park would help to improve the character and visual appearance of the mills. The landscaping would include interpretation of the historic context. There would be sufficient distance between the site and the mills and they would largely be screened by the offices.

Ancoats Conservation Area

The conservation area is to the north and its boundary runs along the south side of the Rochdale canal. The conservation area is defined by the historic townscape associated with industrial and manufacturing from the late 18th century onwards and its significance is due to the presence of complete examples of large scale steam powered factories in one area.

Buildings in the Ancoats Conservation Area are between two and six storeys, built to the back of the footway. The Rochdale Canal is an important element of the conservation area in terms of its history and contribution to the development of Ancoats, and its modern role as an open space within the historic townscape. The mills contribute to its industrial character of the conservation area and are key

element within it due to their large-scale and dominance and their inward-looking block plans have in establishing the chasm-like character of the surrounding streets.

The site has a negative impact on the setting of the conservation area and adjacent listed buildings. It undermines the characteristic of the conservation area which is one of tight urban grain along a clear linear grid pattern.

There would be limited impact on the conservation area during construction including loss of character or understanding of the significance of the assets. The temporary hoardings would be sufficiently separated from the site to not give rise to any unacceptable levels of harm over.

The interpretation in the Park would deepen the understanding of the importance of the listed mills and canal network. The setting to the mills would be more coherent.

Non designated assets

Rochdale Canal Road Bridge was built at the same time as the Canal in the early 19th century and has since been altered and widened.

The bridge is brick with stone dressings, with cast-iron panelled parapets to the west and a modern concrete parapet to the east where it has been widened towards the locks. The bridge forms a group with Canal Lock Number 82 and the Canal Towpath Footbridge and Associated Ramps.

There would be little to no visual relationship with these assets, due to the presence of the office building. The interpretation in the park would reference and highlight the importance of the canals and watercourses to the development of Ancoats.

There would be heritage benefits from developing this vacant site in the setting of these heritage assets with enhancements through high quality design and place making. Whilst there would be minor harm as construction would take place, this would be temporary. The completed park would have a positive impact on the heritage context.

Impact on Archaeology

An archaeology assessment indicates that there are below ground archaeological remains associated with former industrial uses and workers dwellings. Whilst damage was done in parts of the site during construction of the former retail park, there is evidence of remaining archaeology which should be investigated and recorded prior to any further works.

GMAAS concurs with the conclusions drawn from the desk-based assessments and recommends that the site is subject to intrusive archaeological investigation in advance of development taking place. This should be a condition of any approval and would satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Townscape

A computer modelling process has provided accurate images that illustrate the impact on the townscape from agreed views on a 360 degree basis which allows the full impact of the scheme to be understood.

A Townscape Visual Impact Assessment (TVIA), which forms part of the Environmental Statement, has assessed where the proposal could be visible from, its potential visual impact on the streetscape and the setting of designated listed buildings and conservation areas. The assessment utilises the guidance and evaluation criteria set out in the Guidelines for Landscape and Visual Impact Assessment (3rd Edition) 2013.

4 key views, including cumulative impacts shown in wire lines, were considered in the townscape assessment as follows:

Viewpoint 1: View from the junction of Redhill Street and Henry Street towards the southeast

Viewpoint 2: View from the junction of Great Ancoats Street and Laystall Street towards the north

Viewpoint 3: View from New Islington Marina Promenade, towards the south

Viewpoint 4: View from Great Ancoats Street (Ashton Canal Road Bridge) towards the northwest



Viewpoint locations

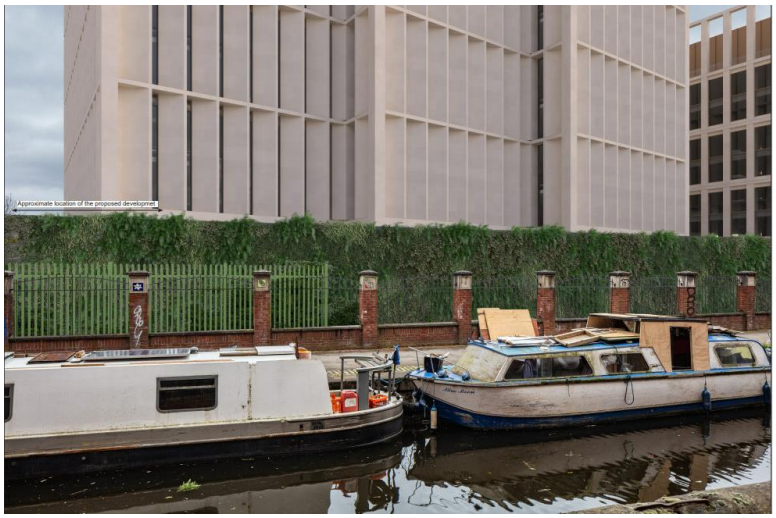
The effect of the proposal on these views can be summarised as follows.

Viewpoint 1 from the eastern side of the Ancoats conservation area along Redhill Street looking over the Rochdale Canal (and towpath). The view has a medium to low value and could change given it overlooks a largely vacant site. The heritage assets in the view, such as the canal infrastrure, add value.



Viewpoint 1: View from the junction of Redhill Street and Henry Street towards the southeast (existing)

The Phase 1 'North Building' at the digital Campus would dominate the view. Residents in the upper floor apartments within Royal Mills and other properties along Redhill Street would have an elevated view. Any construction lighting would have a temporary and have short term impacts on the area.



Viewpoint 1: View from the junction of Redhill Street and Henry Street towards the southeast (with Phase 1 North Building complete and Park construction underway)

When the park is complete (Year 1), the view would remain relatively unchanged as the North Building and boundary treatment would obscure the park. Some homes

would have a view over to the park. Planting, hard surfacing and infrastructure in the park would improve the site and the area.

The landscaping would have matured by year 15 with the park fully integrated into the surroundings.



Viewpoint 1: View from the junction of Redhill Street and Henry Street towards the southeast (Year 1 left; Year 15 right)

Viewpoint 2 is from Great Ancoats Street and would be highly visible to pedestrians and road users. It has a low value and can accommodate change. The conservation area and listed buildings add value to the view.



Viewpoint 2: View from the junction of Great Ancoats Street and Laystall Street towards the north (existing)

The construction of the park would be noticeable to pedestrians and motorists but should not cause unduly harmful impacts.



Viewpoint 2: View from the junction of Great Ancoats Street and Laystall Street towards the north (with Phase 1 North Building complete and Park construction underway)

In Year One, even though the planting would be immature, it would improve the site compared its current condition.

By year 15 the planting would have matured and the park would be full integrated into its context having a positive impact on the local area and Great Ancoats Street.



Viewpoint 2: View from the junction of Great Ancoats Street and Laystall Street towards the north (Year 1 left; Year 15 right)

Viewpoint 3 is from the New Islington Marina and seen by those using the marina and residents. Existing vegetation obscures views across to the site. The view has a medium to low value value and can accommodate change. The view has some value as it contains the high quality landscaping and setting of the marina.



Viewpoint 3: View from New Islington Marina Promenade, towards the south (existing)

The construction would be noticeable to pedestrians but is unlikely to give rise to any unduly harmful impacts and would cease once construction was complete.



Viewpoint 3: View from New Islington Marina Promenade, towards the south (with Phase 1 North Building complete and Park construction underway)

In year 1 the park would be visible and would improve the setting of the marina and the area by removing this vacant site. Whilst the planting would be immature, the view would be improved, particularly for residents with an elevated view.

In year 15, the landscaping would have matured and would blend with the landscaping around the marina resulting in a positive addition to the view.



Viewpoint 3: View from New Islington Marina Promenade, towards the south (Year 1 left; Year 15 right)

Viewpoint 4 is a mid-distance view from along Great Ancoats Street seen by pedestrians, road users, and residents. It currently includes the Ancoats conservation area and listed buildings along Redhill Street. The view becomes dominated by the offices which would erode the view of the conservation area and listed buildings.

The view has medium to low value given the hertiage assets but can absorb change given the poor quality condition of the site which would be part of the office campus.



Viewpoint 4: View from Great Ancoats Street (Ashton Canal Road Bridge) towards the northwest (existing)

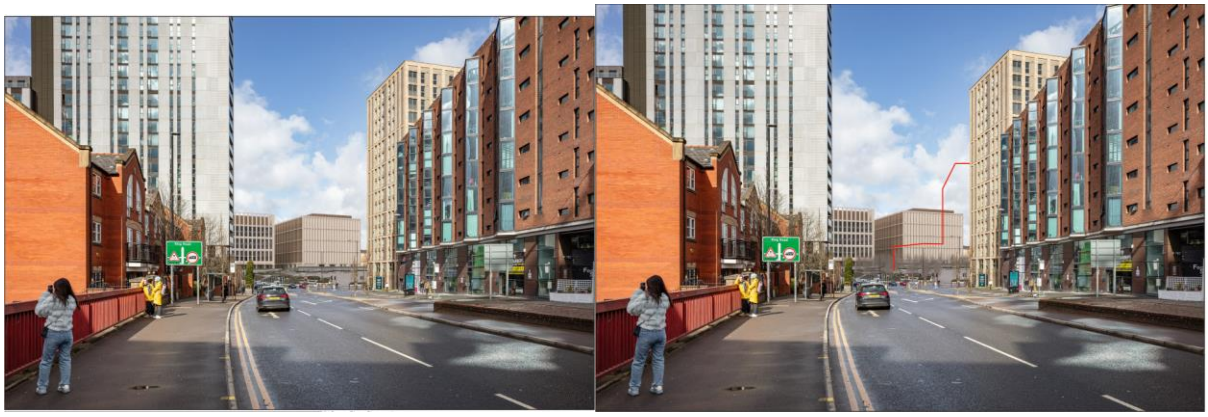
As construction commences on the park, it would be noticeable to pedestrians, residents and motorists. However, the temporary construction period is unlikely to give rise to any unduly harmful impacts.



Viewpoint 4: View from Great Ancoats Street (Ashton Canal Road Bridge) towards the northwest (with Phase 1 North Building complete and Park construction underway)

In year 1 the park would be understood, would enhance the setting of the office campus and have a positive impact.

By year 15 it would have matured and blends into the sites with a positive impact on the view and residents, visitors, pedestrians and motorists.



Viewpoint 4: View from Great Ancoats Street (Ashton Canal Road Bridge) towards the northwest (Year 1 left; Year 15 right)

The park would be experienced by many including residents, pedestrians, visitors and motorists who would experience the site either from passing by or through the site or from elevated apartments which surrounding the area.

The views analysis demonstrates that the park would have a positive impact in all views. It would replace a vacant and poor quality site with a park. The contribution of the park to the local area would increase as the landscape mature.

Impact on Trees

There are 13 trees on site: 4 are of moderate quality (Category B) and 9 are low quality (Category C). The trees are mainly located along the southern boundary of the site along Great Ancoats Street. All the trees would be removed to facilitate the creation of the park. Extensive tree and shrub planting is proposed including 96 trees which would mitigate against those lost and add to green infrastructure.

Impact on Ecology

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to local ecology. No vegetation should be removed during bird nesting season and measures should be put in place to manage the invasive species wall cotoneaster. A condition should be imposed to agree an Environmental Construction Plan for working in close proximity to the marina.

Five trees identified as having potential for bats should be felled using ‘soft felling’ techniques. Bird and bat boxes should be agreed as part of the proposal to improve on site biodiversity.

Biodiversity net gains would be secured by planning condition. The proposal complies with policy EN9 of the Core Strategy and ensure a biodiversity gain at the site in line with the Environment Act 2021.

Biodiversity

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost together plus biodiversity enhancements.

The biodiversity assessment has concluded that there is 0.73 area habitat units and 0.02 watercourse habitat units at the site.

The new park would include 96 native trees, 0.06 hectares of modified grassland and 0.06 hectares of wildflower meadow planting. The site currently has very limited ecological value. This would result in 199.72% net gain of habitat units and compliance with the 10% net gain requirement.

Whilst there is no net loss of watercourse habitats, the requirement for a 10% uplift in biodiversity units has not been met. The development would deliver 0.02 watercourse biodiversity units.

Given the urban location and nature of the area, achieving on-site gains for watercourse units is not feasible and off site credits would need to be purchased. This would be agreed through a planning condition.

A variety of bird nesting boxes would be installed in suitable locations throughout the park, such as in trees. The creation of the wildflower meadow and ornamental shrub would enhance habitats for invertebrates.

The on site BNG which is to be created would be significant and would meet the 10% net gain. The management and monitoring of the BNG created should be subject to a 30 year management plan. A monitoring fee to monitor the on site BNG is therefore required to be secured and a transfer arrangement would need to be put in place between the applicant and the Local Planning Authority.

Impact on the highway network/transport/car parking issues/sustainable travel

This is a highly sustainable location. The ground and earthwork for the park would be completed by planning application 141607/FO/2024 as part of an enabling phase.

Any impacts from the construction of the park can be carefully managed and would not have a material impact on the local highway network and its operations. A construction management plan should agree the routing of construction vehicles and movements into and out of the site.

When the park is in use, it would generate only local trips, principally walking and cycling from those who live and work in the city centre. It is not anticipated that the park would generate any significant vehicle trips that would require mitigation.

Vehicular access would be from Hugh Oldham Way (private road) which connects to Old Mill Street. This would be for maintenance purposes only and the level of trips would be low.

A safe pedestrian access to the park would be provided from Great Ancoats Street and from Cotton Field Park. A link would also be created to The Boulevard and the development on the eastern portion of the SRF.

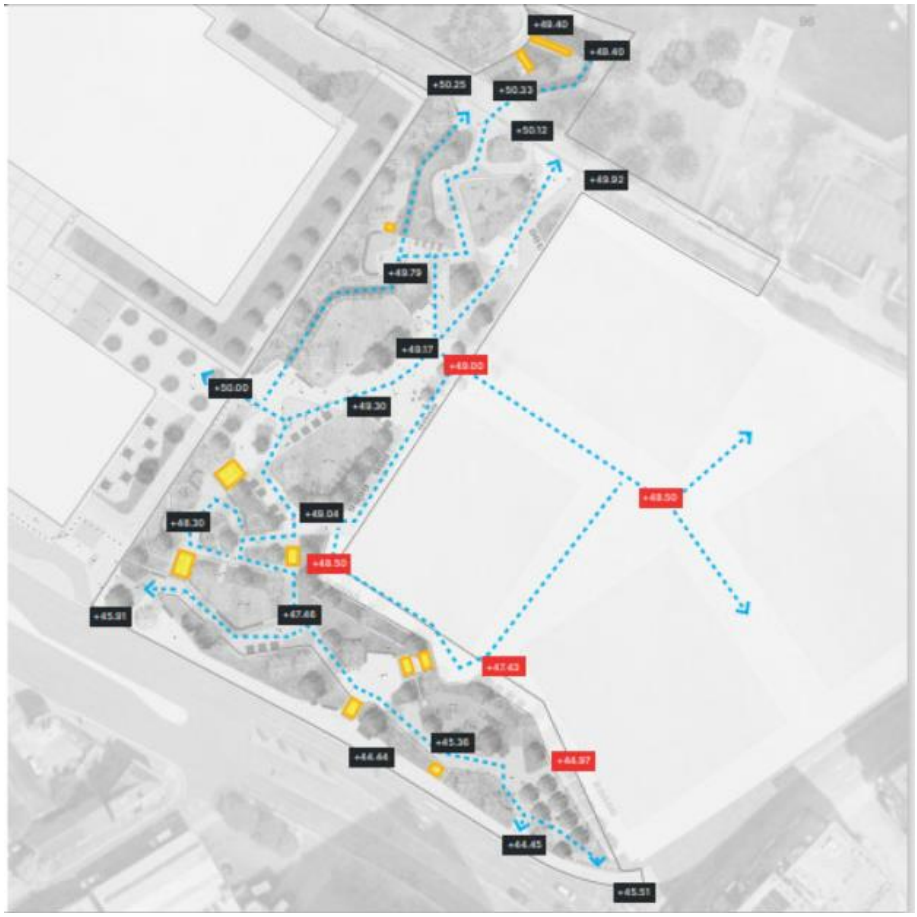
There would 54 cycle parking spaces for visitors. This should be monitored to ensure that any future demand is catered for.

Accessibility and inclusivity

The landscape would be accessible to all. A clear and legible route has been created from Great Ancoats Street through the terraced gardens and the Great Ancoats Street Gateway. Accessible and compliant ramps have been created. Pathways would be wide, smooth, and non-slip, with gentle gradients.

It includes handrails and contrasting nosing on steps with contrasting colours and textures act as an aid for visually impaired users. Tactile paving has been included where there are level changes.

The main 5m level change has been dealt with predominantly in the southern part of the site with ramps up to the central lawns and Cotton Field Park connection that remains mainly level across the remainder on the site.



Acessible routes across the park

The boardwalk would be fully accessible and has balustrading. Seating would suit all ages, some with arms and backrests. These have been placed along main routes as rest stops throughout the journey of the park. Lighting columns and tree uplighters have all been included and creates a safe environment for users. Clear signage is provided with wayfinding totems and fingerposts.

Effect of the development on the local environment and existing residents

(a) Air Quality

The site is in the Greater Manchester Air Quality Management Area (AQMA) where air quality conditions are poor. Roads which may be used for construction traffic and post development are in the AQMA. As the site is vacant any changes would be noticeable to sensitive user groups. The site is close to homes, educational uses, offices, hotel, medical facilities and other commercial uses and sensitive groups are residents, parents, children, businesses and visitors who could be affected by construction

During construction, air quality could be affected by increased dust and vehicle emissions from site activities and materials movement. There would not be any demolition but earthworks are required. The park would not require significant vehicle movements that would have a material impact on local air quality conditions. Construction activities are anticipated to last for around 12 months.

There is potential for elevated dust, particulate matter and pollution concentrations generated on site, particularly from exhaust emissions from traffic, plant and earthworks. There are also likely to be cumulative impacts from other nearby developments which will be under construction at the same time.

Provided they are carefully managed this should not give rise to any unacceptable or unduly harmful impacts on sensitive groups such as residents and school children.

Mitigation measures would minimise the impact on local air quality, such as the adoption of a construction management plan (outlining industry best practice, community liaison and recording of complaints), locating and recording of air quality monitoring devises, dust suppression measures including screens and sheeting and wheel washing, no idling of vehicles, avoidance of diesel or petrol powered plant, speed restrictions on unpaved roads, and the implementation of a Construction Logistics Plan and Travel Plan. These measures would be secured through the construction management plan condition.

It is acknowledged that local air quality conditions are poor and any changes at the site due to its vacant condition would be noticeable. However, there would be no material impact on current air quality conditions as a result of the development which would mainly occur during construction.

Environmental Health concur with the conclusions and recommendations within the air quality report. The mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 199 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

(b) Wind Environment

A wind assessment has examined potential effects and in particular, wind flows that would be experienced by pedestrians and how this could influence activities. The assessment identified mitigation measures to minimise these impacts.

A Computational Fluid Dynamics (CFD) analysis assessed the effects of the proposal on existing wind conditions, the conditions with the development in place and the cumulative scenario with other committed developments. Scenarios, including existing conditions, have been modelled to determine the wind speeds at the site and the impact on pedestrian comfort and safety.

The existing conditions at the site show no areas of discomfort and the wind conditions are suitable for all types of uses.

When construction work are taking place, the wind might blow through the open areas on the site, which may be noticeable to those in the immediate vicinity given the likelihood of the site being dusty. This would temporary once works have been completed.

When the park is in use the wind conditions are expected to be suitable and safe.

Noise and vibration

A noise assessment has identified the main sources are from construction activities and plant and that associated with a park.

During construction, there will be temporary but notable noise and vibration, which could affect nearby residents, the school, and businesses.

The enabling works would largely be delivered by planning application 141607/FO/2024, so the construction works associated with this application are limited to minor site clearance and level works in Cotton Field Park and the section of the site along Great Ancoats Street. No ground breaking is required as the concrete would be retained underneath any earthworks required to build up levels.

Once operational, noise from activities in the park, and any associated vehicle movements, are likely to generate noise but this is considered commensurate with a city centre context adjacent to Great Ancoats street.

In both scenarios noise conditions at the site would change. There are likely to be cumulative impacts form development taking place nearby at the same time.

The effects on sensitive neighbours would vary. Residents and users of Cotton Field Park and the Marina may experience disturbances from construction noise. The Co-op Academy might face noise disruptions during school hours, impacting outdoor activities.

The traffic on Great Ancoats Street and other surrounding roads generates high noise levels. A temporary but relatively small increase in HGV traffic may occur during construction. Any increase is not expected to generate any unduly harmful impacts on amenity that would be readily noticeable.

Quieter machinery and noise barriers should be used. A Construction Environmental Management Plan (CEMP) would monitor and manage noise levels, and ongoing community engagement would keep residents, the school and local businesses informed to address any concerns.

On the basis that mitigation measures are put in place, noise and vibrations from construction can be controlled to ensure that they do not become unduly harmful on surrounding amenity. The construction impacts would be temporary for the duration of the construction period which is expected to last 12 months.

When the park is brought into use, it would be used for recreational activities such as walking, relaxing, children playing and cycling. The park would be in use 24 hours a

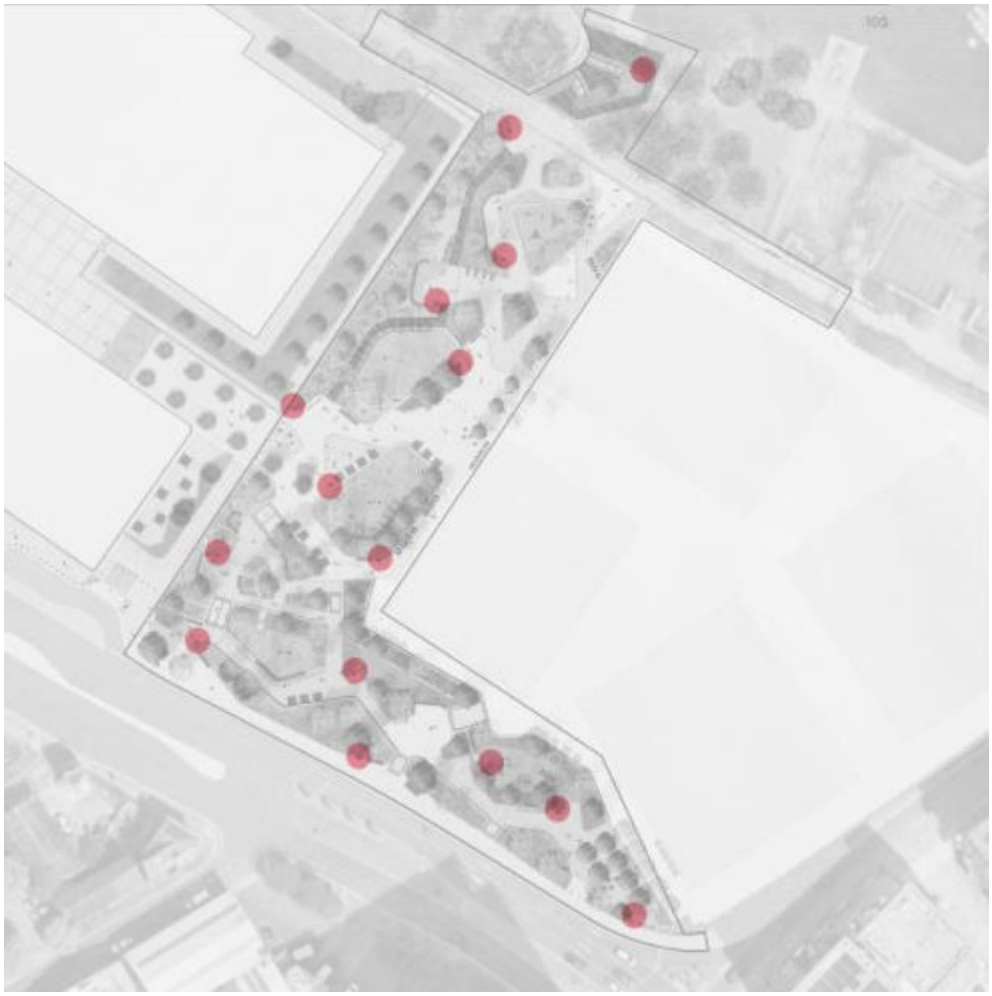
day. Park maintenance would also need to take place such as the emptying of bins, cutting grass and plant maintenance. No fixed plant equipment is proposed as part of the development.

Park maintenance would generate some noise but this would mainly take place during the daytime and would be temporary and commensurate with those that take place at Cotton Field Park. This would be a car free development and would not attract any vehicles other than those used for maintenance.

The noise generated at the park would be absorbed into current background noise levels and would not give rise to any unduly harmful impacts on local amenity.

Waste strategy and servicing management

There will be 15 general waste bins and 15 recycling bins in the Park. Grass and vegetation maintenance waste would be composted and potentially returned to the site. Bins would be emptied on a daily basis, with flexibility built in to accommodate additional collection due to increased demand, either generally or at peak periods.



Bin locations throughout the park

Water quality, drainage and flood risk

The site is in flood zone 1 which means there is a low probability of flooding and is in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from new developments which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas. There is a known culvert at the site 'Shooters Brook'.

The applicant has committed to carrying out further explorations to determine the exact location and condition of the culvert. If it is in good working order, the applicant would discharge surface water into it rather than the combined sewer.

A condition would require that further investigations are undertaken to examine the location of the culvert.

A draft drainage strategy has been considered by the City Council's flood risk management team and United Utilities. Once the culvert investigations have been completed, and on the basis that it is able to accommodate surface water from the site, the strategy would require revision and agreement. A condition is recommended to capture this alongside verification and maintenance of the agreed drainage strategy.

These conditions are necessary to comply with policy EN14 of the Core Strategy.

There are United Utilities assets at the site in the former of sewers. Discussions have taken place with UU to establish the location of the sewers and the implications for this scheme including potential build over agreements. These discussions are ongoing.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment and remediation strategy is required to ensure that there are no unacceptable impacts, including the risk to ground water, and the land is properly remediated. The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Construction Management

Works are expected to commence in 2030 and would last for approximately 12 months. There would be elements of ground works, hard and soft works such as tree and vegetation planting and installation of street furniture.

Access would be via the disused service road off Old Mill Street. Vehicle wash facilities will be in place to ensure they leave the site clean. Old Mill Street would be cleaned regularly.

All construction compounds, welfare facilities and material storage would be contained in the site boundary. There would be no more than 50 construction workers at the site at any one time and they would be encouraged to travel the site using public transport. There would also be a requirement to ensure coordination with other construction sites.

Dust mitigation measures would be used and plant and equipment would be fitted with silencers and would be used during working hours only. Construction waste management would always be in place.

Provided these measures are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that requires the final construction management plan to be agreed to ensuring the process has the minimal impact on surrounding residents, the school and local businesses and the highway network.

Other considerations

The proposal would remove the skatepark that has been created at the site. This has become a popular social resource which has attracted a profile and following.

However, the use and associated structures do not have planning permission and are unauthorised and could be subject to further action. In addition, the use and structures do not have the relevant permissions and authority from the landowner.

The proposal would remove the use and structures, and this would cause harm to this user group who have established themselves at the site.

Whilst a low level of harm would arise, it is not considered that this would warrant refusal of the planning application. The loss of the unauthorised state park, and the social value it creates for its users, should be given very limited weight in the planning balance given its lack of status in planning terms and relevant permissions from the landowner.

The very limited harm that arises from the loss of the unauthorised skate park should also be viewed in the context of the overall benefits of the scheme. Economic, environmental and social benefits would arise from the creation of the park in a highly accessible location which is specifically directed by policies EN11 and EN12 of the Core Strategy. This would support health and wellbeing objectives as well as acting as a catalyst to deliver the employment led regeneration of the wider SRF area. Achieving these objectives are significant and should be given considerable weight in the planning balance.

Although a skatepark would not be created in the park, informal and formal play areas would allow a wider variety of user groups of all ages to dwell, play and enjoy the space. This would maximise the potential of the park for all and meet the needs of the local community as a whole.

Conclusion

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change is expected to take place in line with Council regeneration framework (policies SP1 and EC3). The Central Retail Park SRF identifies the site for significant employment development alongside a public green space. This proposal is consistent with the SRF vision and would act as a catalyst for development of the remaining site.

96 trees would be planted and a lawn of 659 sqm. The park would have a capacity for up to 435 people in the seating areas, 659 on the lawns and 1551 within areas of hardstanding. There would be formal and informal play spaces. Permeability and accessibility would be improved.

There would be significant social and environmental benefits in line with policies SP1 of the Core Strategy and JP-S1 of PfE. In addition, the creation of new open spaces in accessible areas of the city centre is supported by policies EN11 and EN12 of the Core Strategy. Creating healthy, inclusive and safe places which promote social interaction through the delivery of high-quality public space and safe and accessible green infrastructure is highlighted by the NPPF (section 8) along with making efficient use of brownfield land (section 11).

The development value is estimated to be £6 million. The construction of the park is likely to create 60 gross full-time equivalent (FTE) jobs. Future ongoing maintenance of the park would create 4 FTW jobs. Local recruitment would be prioritised.

Trees and vegetation would be lost, but the proposal would deliver a significant amount of place making including improvements to Great Ancoats Street and improved accessibility to Cotton Field Park. Alongside the 96 new trees, the requirements for BNG net gain would be met on site.

There would be no material impacts on surrounding heritage assets as a result of the development. The removal of the vacant site is considered to be a benefit to the area as a whole.

It is acknowledged that the proposal would remove the unauthorised skateboarding park and this would not be replaced.

There would be no unduly harmful impacts from noise, traffic generation, air quality, water management or contamination. Where harm does arise, it can be mitigated and would not amount to a reason to refuse this planning application.

The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can be mitigated to minimise the effect on the local residents and businesses.

Other Legislative Requirements
Equality Act 2010
Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to be given to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making. Members must bear in mind the provisions of the Act in their determination of this planning application.

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. verIn taking account of all material considerations, including Council policy as set out in the Core Strategy and saved polices of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation	**MINDED TO APPROVE, subject to appropriate arrangements being put in place to secure the transfer from the Council's Growth and Development Directorate (as applicant/developer) to the Council as Local Planning Authority of a commuted sum for the purpose of monitoring compliance with the Biodiversity Net Gain requirements in the development hereby permitted.**

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with other matters. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

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

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

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

Drawings

3363-PLA-00-ZZ-DR-L-0001 P10, 3363-PLA-00-ZZ-DR-L-0003 P08, 3363-PLA-00-ZZ-DR-L-1000 P09, 3363-PLA-00-ZZ-DR-L-1001 P09, 3363-PLA-00-ZZ-DR-L-2000 P09, 3363-PLA-00-ZZ-DR-L-3000 P08, 3363-PLA-00-ZZ-DR-L-3001 P04, 3363-PLA-00-ZZ-DR-L-3002 P04, 3363-PLA-00-ZZ-DR-L-4000 P10, 3363-PLA-00-ZZ-DR-L-4001 P11

Supporting information

Landscape Management and Maintenance Strategy prepared by Planit, Public Benefits Statement prepared by Euan Kellie Property Solutions ("EKPS"), Design and Access Statement (including Operational Waste Strategy and Green and Blue Infrastructure Statement) prepared by Planit, Planning Policy Compliance Statement prepared by EKPS, Statement of Consultation prepared by Counter Context, Crime Impact Statement prepared by Greater Manchester Police, Transport Statement prepared by Atkins Realis, Sustainability and Environmental Standards Statement prepared by Atkins Realis and Construction Management Plan (Appendix 3.1 of the Environmental Statement) received by the City Council, as Local Planning Authority, on the 28 November 2024

Environmental Impact Assessment prepared by Atkins Realis comprising:

- Environmental Statement
- Technical Appendices
- Non-Technical Summary

The Environmental Impact Assessment includes the following EIA topics;

- Air Quality
- Biodiversity
- Climate Vulnerability
- Effects on Climate
- Ground Conditions and Contamination
- Historic Environment
- Human Health
- Materials and Waste
- Noise and Vibration
- Townscape and Visual

- Water Resources and Flood Risk
- Wind Microclimate
- Socio-economics

received by the City Council, as Local Planning Authority, on the 28 November 2024

ES Supplemental Note received by the City Council, as Local Planning Authority, on the 13 January 2025

Statutory Biodiversity Metric received by the City Council, as Local Planning Authority, on the 6 January 2025

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

3) No vegetation clearance as part of an Enabling Phase shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the Enabling works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

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

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

5) Prior to the commencement of the development, an invasive non-native species protocol shall be submitted for approval by the City Council, as Local Planning Authority. This shall detail the containment, control and removal of wall cotoneaster the site within the development. The development shall be carried out in accordance with the approved protocol.

Reason - In order to deal with the invasive non-native species at the application site pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Prior to the commencement of the development, a detailed construction management plan outlining working practices for the development shall be submitted to and approved in writing by the Local Planning Authority.

The construction management plans shall include:

o Display of an emergency contact number;
o Communication strategy with residents;
o Details of Wheel Washing;
o Dust suppression measures and management plan;

o Compound locations where relevant;
o Location, removal and recycling of waste;
o Routing strategy and swept path analysis;
o Parking of construction vehicles and staff; and
o Sheeting over of construction vehicles.
o Details of the measures which will be taken to ensure the protection of controlled water resources.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plans for the duration of the development.

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

7) a) Prior to the commencement of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the development.

In this condition a Local Labour Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships
ii) mechanisms for the implementation and delivery of the Local Labour Proposal
iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to the development being completed, a detailed report for the development which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to the commencement of the development, the applicant or their agents or their successors in title shall secure the implementation of a programme of archaeological works in accordance with a Project Design which shall be submitted to and approved in writing by the City Council, as Local Planning Authority. The Project Design shall cover the following:

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

- archaeological monitoring and recording;

- archaeological evaluation trenching (in line with an Updated Project Design);
- pending the results of the above, an open-area excavation.

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

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

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Proposals for community engagement and dissemination of the results of the archaeological investigations commensurate with their significance, which may include publication in the Greater Manchester's Past Revealed series of booklets.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

Reason: To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policies EN3 of the Manchester Core Strategy (2012) and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

9) Prior to the commencement of the development, a construction environmental management plan (CEMP: biodiversity) shall be submitted for approval in writing by the City Council, as Local Planning Authority in relation to the proximity to the New Islington Marina.

The CEMP (Biodiversity) shall include the following.

a) Risk assessment of potentially damaging construction activities.
b) Identification of "biodiversity protection zones".
c) Practical measures (both physical measures and sensitive working practices)to avoid or reduce impacts during construction (may be provided as a set of method statements).
d) The location and timing of sensitive works to avoid harm to biodiversity features.
e) The times during construction when specialist ecologists need to be present site to oversee works.
f) Responsible persons and lines of communication.
g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.
h) Use of protective fences, exclusion barriers, location spill kitswarning signs and location of site compounds;
i) A plan showing the areas of storage of plant, fuel/chemicals and materials used in constructing the development;

j)Include the steps to be taken to prevent the discharge of silt-laden run-off, construction site drainage, materials or dust or any accidental spillages entering the waterway;
k)details of the environmental pollution incident emergency response;
l) Details of the location of temporary stockpiles and the covering of these;
m)Details of wheel washing facilities and containment measures;
n)include measures to locate, clear, remediate and permanently seal any existing drains or culverts within the application site that may discharge to the canal.
o)Details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason - In the interest of minimising the impact on the Site of Biological Importance pursuant to policy EN15 of the Manchester Core Strategy (2015).

10) Notwithstanding the Chapter 11 of the Environmental Statement including appendix technical note by AtkinsRealis received by the City Council, as Local Planning Authority, on the 28 November 2024

Prior to the commencement of the development, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority, to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to that Enabling Phase.

- An Earthworks Strategy including import criteria to ensure the imported material is suitable for use.
- A materials management plan.
- Updated remediation strategy.

b) When the development commences, the development shall be carried out in accordance with the approved remedial strategy and verification plan.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present , at any time, before the development is occupied, then development on the relevant Phase or phases shall cease and on-site works not recommenced until a report outlining what measures, if any, are required to remediate the relevant land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority . In the event that the identified contamination can be isolated or is contained to a localized area of the site, subject to agreement, works can continue following submission of a plan identifying the area of contamination. Development shall then be carried out in accordance with the approved Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy of relevance.

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

11) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy approved as part of condition 10. A Completion/Verification Report for the development shall be submitted to and approved in writing by the City Council as local planning authority prior to the first use of the development.

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

12) (a) Prior to the commencement of the development, a strategy and programme for the intrusive investigations of the culvert at the site shall be submitted for approval in writing by the City Council, as Local Planning Authority.

(b) The approved strategy shall be implemented. Following completion of the culvert investigation works, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- A masterplan showing proposed layout and the culvert route as determined from site investigation.
- Pre-construction culvert condition survey and culvert routing survey.
- Details of any culvert remediation if required, and embedded design to protect the culvert and proposed development.
- Details of how the culvert can be accessed and maintained for the lifetime of the development.
- Any works within or adjacent to the culverted watercourse that would affect it would require prior consent from the City Council as Local Planning Authority.

Reason: To prevent the risk to life and property caused by inappropriate development around culverted watercourses pursuant to local policy EN14

14) No drainage systems for the infiltration of surface water to the ground where adverse concentration of contamination are known or suspected to be present are permitted for any part of the development without the written approval of the City Council, as Local Planning Authority. Any proposal for infiltration drainage must be supported by an assessment of the potential risks to controlled waters. The relevant phase shall be carried out in accordance with the approved details.

Reason - The previous use of the application site presents a risk of contamination that could be mobilised by surface water infiltration from the proposed sustainable drainage system. This could pollute controlled waters pursuant to policies DM1, EN14 and EN18 of the Manchester Core Strategy (2012).

15) Notwithstanding the details submitted on the ??? received by the City Council, as Local Planning Authority, on the ??, (a) the development shall not commence until a scheme for the drainage of surface water from the new development has been

submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.
- Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Please note that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates. Proposed connections must be supported by condition survey to confirm the culvert can support a connection. An email of acceptance of proposed flows and connection point will suffice.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Development must be limited to greenfield runoff up to a 1 in 100-year event, including climate change allowance.
- A finalised drainage layout showing all components, outfalls, levels and connectivity. This must also include the correct planning application boundary outline.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- Where a public sewer diversion is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
- Where a public sewer build-over is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
- Where an ordinary watercourse diversion is proposed, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. An email of acceptance will suffice.
- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.
- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the

existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be carried out in accordance with the agree drainage strategy which shall be implemented prior to the first use of the development.

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

21) (a) Prior to any above ground works associated with the development, details of the hard and soft landscaping together with public and private realm works relating to that development shall be submitted for approval in writing by the City Council as Local Planning Authority. The details shall include submission and implementation timeframes for the following details:

(i) Details and samples of the proposed hard landscape materials;
(ii) Details of the materials, including natural stone or other high quality materials to be used for the reinstatement of the pavements and for the areas between the pavement and the line of the proposed building;
(iii) Details of the proposed tree species and planting within the public and private realm including proposed size, species and planting specification including tree pits and design;
(iv) Details of measures to create potential opportunities to enhance and create new biodiversity within the development to include bat boxes and bricks, bird boxes and appropriate planting;
(v) Details of the proposed street furniture including seating, bins, boundary treatment, lighting;
(vi) Details of any external steps and handrails;
(vii) A strategy providing details of replacement tree planting, including details of overall numbers, size, species and planting specification, constraints to further planting and details of on-going maintenance;
(viii) Details of the siting, scale and appearance of boundary treatments.

(b). The approved details shall then be implemented and be in place prior to the first use of the development hereby approved.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

The boundary treatment for a Construction Phase shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on that Construction Phase, other than that shown on the approved plans.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies R1.1, I3.1, T3.1, S1.1, E2.5, E3.7 and RC4 of the Unitary Development Plan for the City of Manchester and policies SP1, DM1, EN1, EN9 EN14 and EN15 of the emerging Core Strategy.

22) Prior to the first use of the Construction Phase, a detailed 30 year landscape environmental management plan (LEMP) for that development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the public realm and hard and soft landscaping areas for the development will be maintained including maintenance schedules and repairs. The LEMP shall then be implemented as part of the relevant phase of development and remain in for the duration of the plan.

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

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

The scheme shall include the following:

- Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition X.
- Provide As Built construction drawings OR confirm that they align with the original design construction drawings.
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Management and maintenance plan for the culverted ordinary watercourses which shall include confirmation of responsible party.
Post-construction culvert condition survey to confirm culvert integrity.

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

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

24) Prior to the use of the Park hereby approved, full details of a site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn for that building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in

full prior to the first use of that building and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment and river corridor the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

25) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 21 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

26) The development shall be carried out in accordance with the Crime Impact Statement received by the City Council, as Local Planning Authority, on the 28 November 2024. The development shall only be carried out in accordance with these approved details. Prior to the first use of the development the development the City Council, as Local Planning Authority, must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation for that building.

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

27) Prior to the first use of the Park, details of the cycle provision shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented and made available upon first use of the Park and thereafter retained and maintained in situ.

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

28) Prior to the first use of the Park, details of bird and bat boxes to be provided (including location and specification) in the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

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

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

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

30) The development hereby approved shall include for full disabled access to be provided to walkways.

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

31) Prior to any above ground works, details of the play equipment to Park shall be submitted for approval in writing by the City Council. This shall include the siting, scale, appearance and materially of any equipment. The approved shall be implemented as part of the development and thereafter retained and maintained.

Reason - In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

32) Prior to any above ground works, final details of accessible routes, elevated decks, feature steps, and seating shall be submitted for approval in writing by the City Council. This shall include the siting, scale, appearance and materially of any installations. The approved shall be implemented as part of the development and thereafter retained and maintained.

Reason - In the interest of visual amenity and to ensure age friendly and accessible spaces are created pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

33) Prior to the commencement of the development, full details of the existing and proposed levels in that development (including cross sections) shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be carried out in accordance with these details.

Reason - In the interest ensure an accurate record of the changes to the site levels at the application site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

34) Prior to any above ground works, details of the siting, scale and appearance of boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first use of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or

without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

35) Prior to the commencement of the development, a Habitat Plan for the off-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved off site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

36) The tree removal at the site shall take place using 'soft' felling techniques.

Reason – In the interest of minimising disruption to bats pursuant to policy EN15 of the Manchester Core Strategy (2012).

37) The development shall be carried out in accordance with the waste management strategy received by the City Council, as Local Planning Authority, on the 28 November 2024. The details shall be implemented prior to the first use of the development and thereafter retained and maintained.

Prior to the first use of the development, details of the waste collection arrangements shall be submitted for approval in writing, by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development.

Reason – In the interest of ensuring that appropriate waste management measures are put in place pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

38) Connections to Cotton Field Park to be restricted to 08:00 to 20:00hrs April to October, and 08:00 to 19:00hrs November to March.

Reason – In the interest of amenity pursuit to policy DM1 of the Manchester Core Strategy (2012).

39) Prior to the commencement of the development, a strategy and relevant timescales for the implementation of highways works shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where relevant, this shall include the following:

- Footway a widening and resurfacing along the Great Ancoats Street site frontage;
- The uncontrolled pedestrian crossing at Hugh Oldham Way amend to a raised crossing with tactile paving;

- Bus stop relocation.

The approved scheme shall be implemented and shall be in place prior to the first use of the development.

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

40) Prior to any above ground works, details of how the landscaping between the adjacent ownership boundaries shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include timescales for completing the landscaping for both ownership boundaries including any temporary arrangements and finishes should that be necessary. The approved details shall be implemented as part of the development.

Reason - to ensure there are satisfactory arrangements in place between the adjacent ownership boundaries to complete a compressive landscaping scheme including any short term temporary arrangements pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

Informative

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The applicant is advised that the application site is located within close proximity to land that is covered by HS2 Safeguarding Directions, which remain in place on the former Phase 2b route. As such, the applicant is advised to monitor future Government announcements on this subject."

4) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council

5) Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007

6) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

7) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 141625/VO/2024 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

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

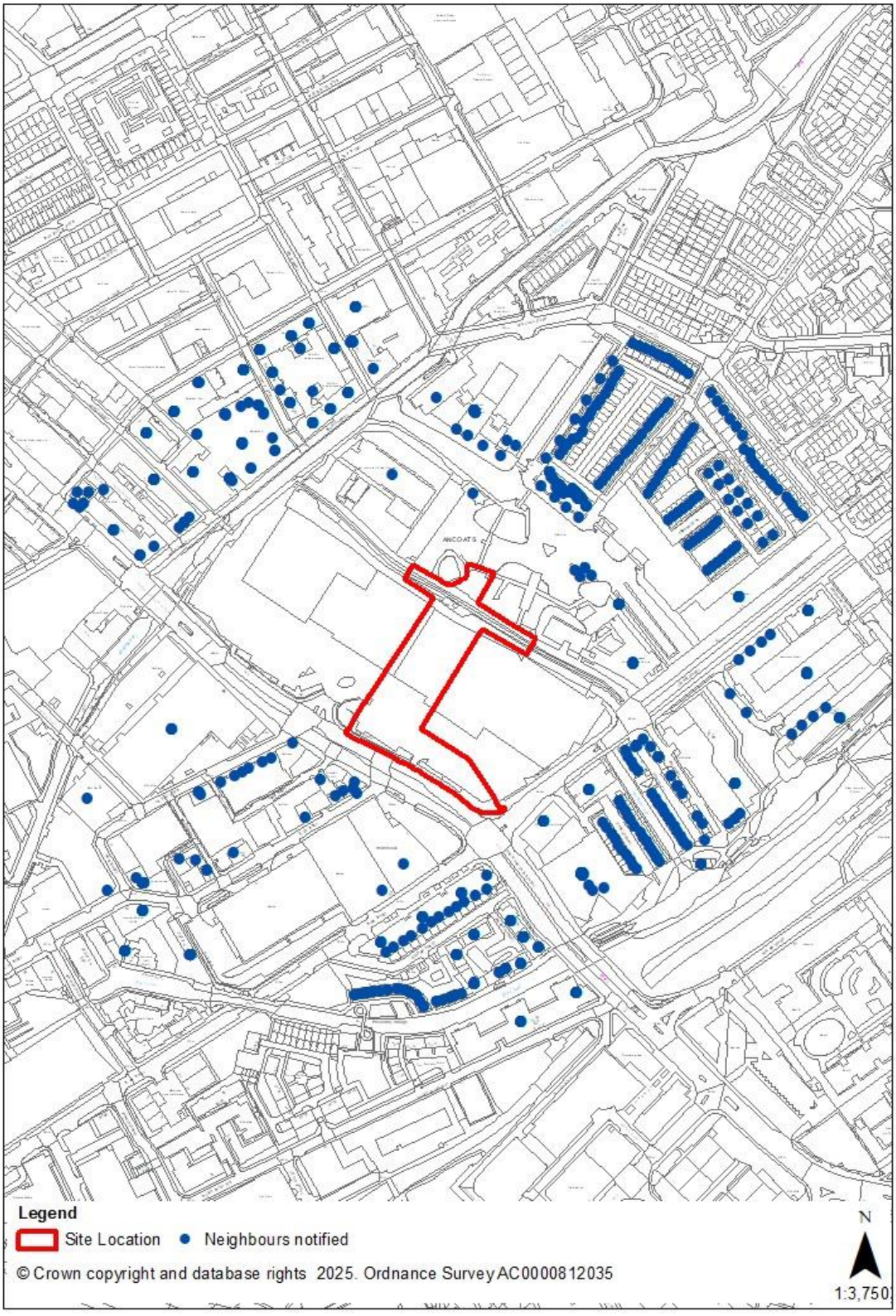
Active Travel England
Highway Services
Environmental Health
MCC Flood Risk Management
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Police
Historic England (North West)
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Canal & River Trust
National Amenity Societies
Greater Manchester Ecology Unit
Planning Casework Unit

High Speed Two (HS2) Limited
Planning Casework Unit
Environmental Health
MCC Flood Risk Management
Highway Services
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Ecology Unit
Active Travel England
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
Historic England (North West)
High Speed Two (HS2) Limited
National Amenity Societies
Transport For Greater Manchester
United Utilities Water PLC
Canal & River Trust

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

Representations were received from the following third parties:

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


Legend
Site Location
Neighbours notified
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