

Application Number	Date of Appln	Committee Date	Ward
138763/FO/2023	12 Jan 2024	24 Oct 2024	Ancoats & Beswick Ward

Proposal Erection of a 6 storey building to provide 40 no. (Use Class C3a) and ground floor commercial space (Use Class E), together with landscaping, parking, cycle parking, supporting infrastructure and associated works.

Location Land At Old Mill Street, Manchester, M4 6BX

Applicant Urban Splash Estates Limited

Agent Miss Amy Bronte Littlejohns, Made it Together

Executive Summary

The proposal is for 40 homes in a 6 storey building.

Eighteen letters of objection, four letters of support and four letters that neither support nor object 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 the scheme would bring economic, social and environmental benefits. The site is vacant and in an area that has seen extensive regeneration.

Economic – This development value is up to £10.5 million and would create direct and indirect jobs during construction and in its end use through the management of the homes and operation of the retail unit. New housing is vital to the continued growth and development of the City.

Height, Scale, Massing and Design – The height, scale and massing would be similar to Ancoats Dispensary, Lampwick Quay and Weaver's Quay. The design would make a positive contribution to the street scene on this gateway route.

Social – The proposal would redevelop a vacant low quality brownfield site and deliver 40 homes. There would be enhanced linkages and public realm.

Environmental – This area is highly accessible and staff and residents could walk or use sustainable travel. Existing green infrastructure would be largely unaffected, with mature trees retained on Old Mill Street. New planting would include shade tolerant plant species. Shrubs and trees would be planted on Lampwick Lane and the vehicular access leading to Piercy Street.

Impact on the Historic Environment – The proposal would impact on a number of listed buildings. It would cause a low level of less than substantial harm which would be outweighed by the benefits of the scheme.

Impact on local residents – The proposal would be a significant addition to the area. The impact on daylight/sunlight and overlooking have been assessed. Construction impacts can be managed to minimise the effects on residents and local businesses. Noise outbreak from plant and the commercial unit would meet relevant standards and be secured by condition. Change is expected in the area and would deliver economic and environmental benefits.

Climate Change & Sustainability – This would be a low carbon building in a highly sustainable location, and it would include measures to mitigate climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy, the Zero Carbon Framework, the Climate Change and Low Emissions Plan and the Green and Blue Infrastructure Strategy.

A full report is attached below for Members' consideration.

Description

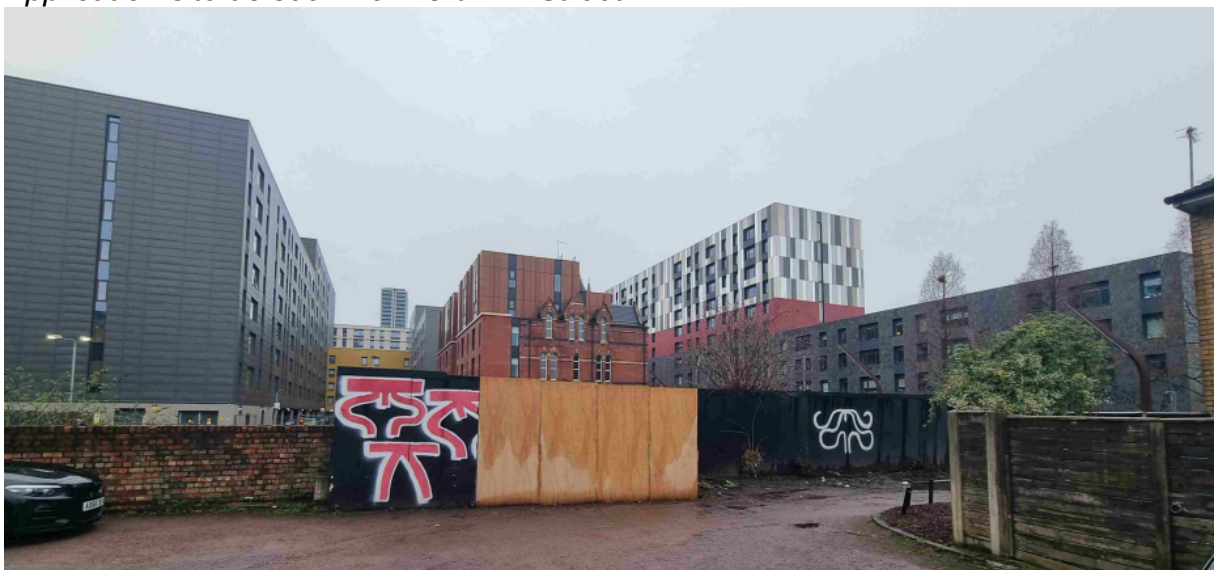
This 0.15 ha site contains a surface car park. It is bounded by Old Mill Street, Lampwick Lane, a vehicle access to Stubbs Mill and a vehicular access leading to Piercy Street.



Aerial photograph of application site



Application site as seen from Old Mill Street



Application site as seen from vehicle access leading to Piercy Street

The car park surface is loose gravel and is surrounded by a hoarding. Vehicular and pedestrian access is from a private road on Lampwick Lane. The site has previously been used as a construction compound and permission was previously granted for a six storey building comprising 24 homes (111605) which was not implemented.

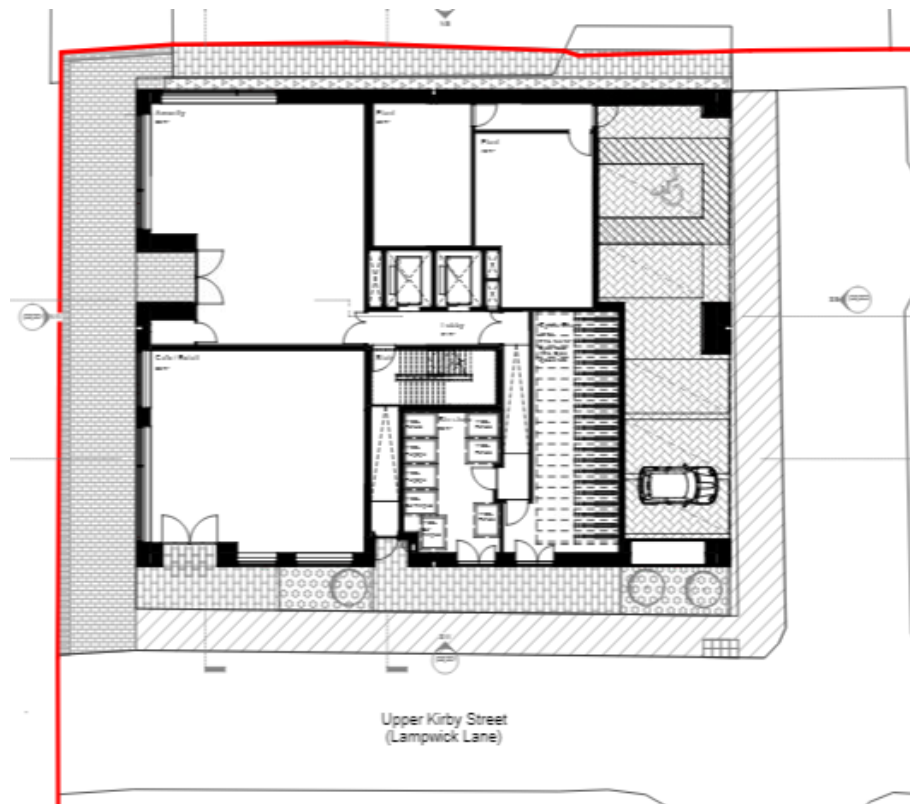
To the west is the Grade II Ancoats Dispensary. Stubbs Mill is to the south with low-rise homes to the east and north.

The site is in Flood Zone 1 and a critical drainage area.

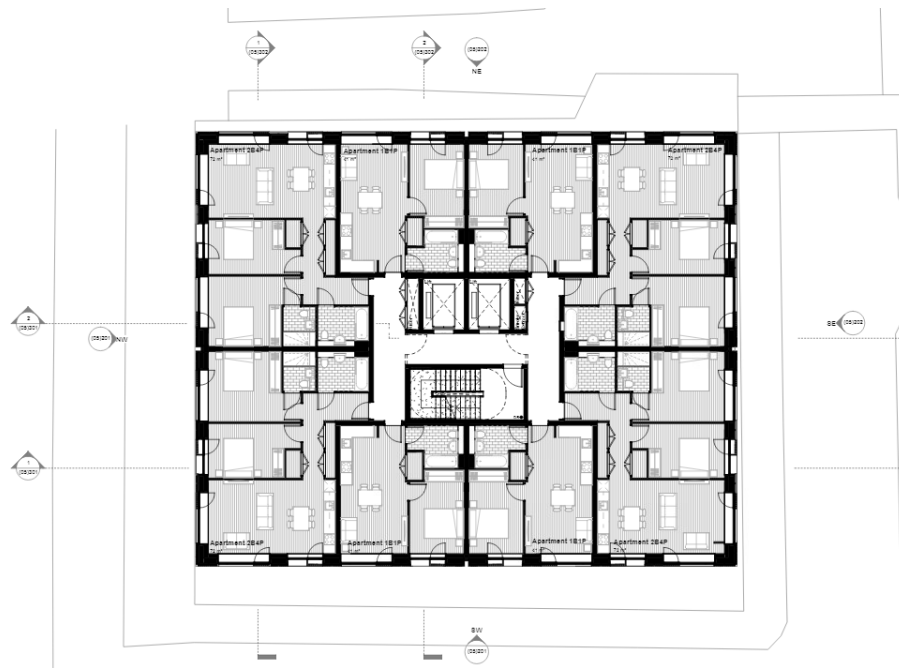
The Proposal

The proposal is for a 6 storey building with 40 homes and a ground floor retail unit (Class E). Servicing, back-of-house and waste collections would be from Lampwick Lane and the vehicular access road to the south. The shared bin store would be internal at ground floor.

The proposal would be located back of pavement on Old Mill Street but would be set back on Lampwick Lane. The retail unit and a residents communal area would have large unobscured windows. The main access to the homes would be from Old Mill Street, and the retail unit from Lampwick Lane. 5 under croft parking spaces would be situated to the rear. The ground floor would include 2 plant rooms, an internal bin store, internal cycle store and under croft parking.



Proposed ground floor plan



Proposed typical upper floor plan





Proposed visuals of the development as seen from Old Mill Street

Opening windows and means of ventilation would be obscured behind the terracotta façade ensuring an uninterrupted design.

Consultations

Publicity – Nearby properties were notified; a site notice was posted and an advertisement was placed in the Manchester Evening News.

Local residents/public opinion – 18 objections, 4 in support and four that neither support nor object have been received. The objections can be summarised as follows:

- Construction works would have an unacceptable impact on access to nearby buildings and access to Old Mill Street.
- The delivery of further housing, with minimal parking provision, would cause an unacceptable increase in the demand for on-street parking.
- The development would have an unacceptable impact on the setting of the Grade II listed Ancoats dispensary.
- The height and scale of the development would cause an unacceptable impact on neighbouring amenity via overlooking and loss of light/overshadowing.
- The proposed housing is unaffordable and undermines delivery of affordable housing.
- Lack of consideration has been given to deliveries along Lampwick Lane.

- Urban Splash has built development that is unsafe and should not be supported.
- The site should be developed for green space.

The letters of support can be summarised as follows:

- The proposal would deliver much needed housing in the City Centre.
- The development is of high architectural quality that is appropriate for the neighbouring street scene.

The letters that neither support nor object to the proposal can be summarised as follows:

- The Council should give consideration to making the proposed apartments accessible to those with disabilities.
- The proposed parking spaces should be equipped with electric vehicle charging points.

Canal & Rivers Trust – No objection.

Environment Agency – No objection subject to conditions relating to a remediation strategy, remediation verification reports and piling.

Environmental Health – No objection subject to conditions relating to the extraction of fumes/odours, construction management plan, demolition/construction hours, servicing hours, opening hours, external lighting, use of external areas, external plant, waste management, air quality and contaminated land.

Greater Manchester Archaeological Advisory Service – No objection subject to a condition requiring the submission of a programme of archaeological works.

Greater Manchester Ecology Unit – No objection.

Helipad Manager – No objection received.

Highway Services – No objection subject to conditions relating to highway reinstatement works, construction management, cycle parking, Electric vehicle charging points, residential parcel delivery strategy and a travel plan.

Manchester Airport Safeguarding Officer – No objection subject to an informative relating to cranes.

MCC Flood Risk Management – No objection subject to conditions relating to the submission of a surface water drainage scheme and details of the implementation, maintenance and management of the sustainable drainage scheme.

Transport For Greater Manchester – No objection subject to a condition requiring the submission of a travel plan.

United Utilities Water PLC – No objection subject to a condition relating to a sustainable surface and foul water drainage scheme.

Work & Skills Team – No objection subject to a condition requiring the submission of a local labour agreement.

The Development Plan

The Development Plan consists of: The Core Strategy (2012); and Saved policies of the Unitary Development Plan for the City of Manchester (1995). The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long-term strategic planning policies for Manchester's future development.

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

The relevant policies within the Core Strategy are as follows:

Strategic Spatial Objectives - The adopted Core Strategy contains Strategic Spatial Objectives that form the basis of its policies, as follows:

S01. Spatial Principles – The development of this highly accessible site would support sustainable growth. It would use previously developed land and improve access to jobs, services and education, close to all sustainable forms of transport and reduce the need to travel. It would be adaptable and resilient to climate change and help to reduce carbon emissions through the lifecycle of the development.

S02. Economy – The scheme would provide jobs during construction in a highly accessible location and the homes would be near to jobs and support economic growth, reduce economic, environmental and social disparities, and help to create inclusive sustainable communities. Permanent jobs would be created through the operation of the ground floor commercial unit.

S03. Housing – The 40 homes would be in a highly accessible location and meet demand for housing near to jobs. It would address demographic needs and support economic growth, which requires housing to provide an attractive place for prospective workers to live and allow them to contribute positively to the economy.

S05. Transport – The proposal would reduce the need to travel by private car due to access to jobs, services, education, and public transport links.

S06. Environment – The proposal would help to protect and enhance the natural and built environment and should help to: mitigate and adapt to climate change; support biodiversity and wildlife; improve air, water and land quality; and improve recreational opportunities; and ensure that the City is inclusive and attractive to

residents, workers, investors and visitors.

Policy SP1 Spatial Principles – The proposal would be highly sustainable and provide high quality homes close to economic and commercial development. It would: be close to sustainable transport and maximise use of the City's transport infrastructure; would enhance the built and natural environment; create a well designed place that would enhance and create character; re-use previously developed land; and reduce the need to travel.

Policy CC3 Housing – The homes would be in an area identified for new housing and would help to meet the City Centre Core Strategy housing targets.

Policy CC5 Transport – The proposal would be accessible by a variety of modes of transport and would help to reduce carbon emissions and help to improve air quality.

Policy CC6 City Centre High Density Development – This would be a high density development and would use the site efficiently.

Policy CC7 Mixed Use Development – The proposal would include a ground floor commercial unit, which would create activity and increase footfall.

Policy CC8 Change and Renewal – This scheme would be consistent with the approved development framework for the area.

Policy CC9 Design and Heritage – The design would be appropriate to its context. It would have a low level of less than substantial harm on the character and appearance of the Grade II listed Ancoats Dispensary which is discussed in detail in the report.

Policy CC10 A Place for Everyone – The homes would have a mix of one and two bedrooms that would appeal to single professionals, young families, older singles and couples. The building and site would be accessible.

Policy H1 Overall Housing Provision - The proposal would provide high density City Centre homes, consistent with regeneration objectives.

Policy H8 Affordable Housing – A viability statement concludes that the proposal cannot support the provision of affordable homes. A legal agreement would require the viability to be reviewed in the future. There are further details in the report.

Policy T1 Sustainable Transport – The proposal would encourage a shift to more sustainable alternatives by providing homes in a highly sustainable location close to jobs services and other facilities, close to all modes of public transport. It would improve pedestrian routes and the pedestrian environment.

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 proposal involves good quality design and would enhance the character of the area and the image of the City. The design responds positively at street level and would improve permeability. The positive aspects of the design are discussed in more detail below.

Policy EN3 Heritage - The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the setting of the Grade II listed Ancoats dispensary. This is discussed in more detail later in the report.

Policy EN4 Reducing CO2 Emissions by Enabling Low and Zero Carbon Development - The proposal would use building materials with low embodied carbon and would be designed to improve energy efficiency.

Policy EN6 Target Framework for CO2 reductions from low or zero carbon energy supplies – The proposal is accompanied by an environmental standards statement.

Policy EN 8 Adaptation to Climate Change - The environmental standards statement sets out how the design of the building would set whole life carbon targets.

Policy EN9 Green Infrastructure – The tree planting and landscaping would add to the green infrastructure on Old Mill Street and support adaptation to climate change.

Policy EN14 Flood Risk – Details of the Flood Risk Assessment is discussed in more detail below.

EN15 Biodiversity and Geological Conservation – The proposal would secure ecological enhancement for fauna typically associated with residential areas such as breeding birds and roosting bats. This is discussed further below.

Policy EN 16 Air Quality - The proposal would be highly accessible by all forms of public transport and reduce reliance on cars and therefore minimise emissions.

Policy EN 17 Water Quality – There would be no adverse impact on water quality.

Policy EN 18 Contaminated Land and Ground Stability - A site investigation has identified possible risks arising from ground contamination and further investigations are required to assess and mitigate those risks. This should be secured by condition.

Policy EN19 Waste – The development would be consistent with the principles of waste hierarchy and a Waste Management Strategy has been provided.

Policy PA1 Developer Contributions – This is discussed in the section on Viability and Affordable Housing Provision below.

Policy DM 1 Development Management – This policy sets out the requirements for developments and outlines a range of general issues that all development should have regard to. Of these the following issues are or relevance to this proposal:

- appropriate siting, layout, scale, form, massing, materials and detail;
- design for health;
- adequacy of internal accommodation and amenity space.
- impact on the surrounding areas in terms of the design, scale and appearance of the proposed development;
- development should have regard to the character of the surrounding area;
- effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- accessibility to buildings, neighbourhoods and sustainable transport modes;
- impact on safety, crime prevention and health; adequacy of internal accommodation, external amenity space, refuse storage and collection, vehicular access and car parking; and
- impact on biodiversity, landscape, archaeological or built heritage, green Infrastructure and flood risk and drainage.

These issues are considered in detail in the report and the development is considered to be in accordance with this policy.

Policy DM2 Aerodrome Safeguarding – Measures are required to ensure that the proposal would not affect the operational integrity or safety of Manchester Airport or Manchester Radar, which would be secured through a condition.

Saved Unitary Development Plan Policies

DC19.1 Listed Buildings – The site has a negative impact and there is an opportunity to enhance its architectural and urban qualities. The proposal would have an impact on the setting of the Grade II listed Ancoats dispensary. This is discussed in more detail later in the report.

Policy DC20 Archaeology – The site has some archaeological interest which would be recorded through a scheme of investigation.

DC26.1 and DC26.5 Development and Noise – An acoustic assessment considers that the proposal would not have a detrimental impact on the amenity of surrounding occupiers through noise and can be adequately insulated to protect the amenity of residents. This is discussed in more detail later in this report.

Places for Everyone Plan (PfE)

The PfE is a Joint Development Plan Document, providing a strategic plan and policies for nine of the 10 boroughs which make up Greater Manchester. The PfE is now adopted planning policy, forming part of Manchester's development plan, and its relevant policies must therefore be given significant weight in the planning balance. The site falls within the City Centre which is part of the Core Growth Area. The relevant policies in the Plan are as follows:

Objective 1: Meet our housing need – this proposal would provide 40 homes.

Objective 2: Create neighbourhoods of choice – this proposal would develop a brownfield site close to jobs, amenities and public transport. The proposal would

provide a variety of residential accommodation sizes to meet a wide variety of family needs and circumstances.

Objective 3: Playing our part in ensuring a thriving and productive economy in all parts of Greater Manchester – jobs would be created during construction and when the development is operational permanent jobs would be created through the operation of the ground floor commercial unit.

Objective 4: Maximise the potential arising from our national and international assets – the proposal would provide an appropriate development in a strategic location, redeveloping a largely vacant, poor quality site to create a high quality development with enhanced street level activity and legibility.

Objective 5: Reduce inequalities and improve prosperity – The site is close to employment and educational opportunities.

Objective 6: Promote the sustainable movement of people, goods and information – The proposal is in a highly sustainable location within walking distance of New Islington Metrolink stop and bus stops. The site would be improved to support and enhance pedestrian and cycle movements.

Objective 7: Playing our part in ensuring that Greater Manchester is a more resilient and carbon neutral city-region – This low carbon development includes measures to improve on-site biodiversity through the provision of high quality green infrastructure including tree planting.

Objective 8: Improve the quality of our natural environment and access to green spaces – Biodiversity would be improved, and surface water would be managed.

Objective 9: Ensure access to physical and social infrastructure – There are amenities and services nearby including green spaces, a medical centre, a primary school and children's day care, as well as those that would be provided by the proposal.

Objective 10: Promote the health and wellbeing of communities – The proposal would provide open space for the increased population. Connectivity between spaces would be improved and would create better links for disabled people, pedestrians and cyclists.

Policy JP-Strat1: Core Growth Area - The development would support economic growth. The 40 homes would support employment and economic growth. Full time jobs would be created through the operation of the ground floor retail unit.

Policy JP- Strat2: City Centre – The development would expand the residential role of the City Centre, would provide infrastructure and improvements to walking and cycling facilities.

Policy JP-S1: Sustainable Development - This would be a scheme in a highly sustainable location using brownfield land and with improvements to green infrastructure and biodiversity.

Policy JP-S2: Carbon and Energy – The proposal would incorporate adequate electric vehicle charging points (EVCs).

Policy JP-S4: Flood Risk and the Water Environment – The development would have a managed and maintained sustainable drainage system that would minimise surface water run-off.

Policy JP-S5: Clean Air – The proposal would be highly accessible by all forms of public transport and would reduce reliance on cars, minimising emissions. Construction activities can be mitigated to minimise the impact on local air quality.

Policy JP-S6: Resource Efficiency – Resources would be consumed during construction. The site is clear of structures and thus there is no need for extensive demolition works. The proposal would be highly efficient and low carbon.

Policy JP-H1: Scale, Distribution and Phasing of New Housing Development – The construction of 40 homes would make a notable contribution towards building the annual average for Manchester of 3,533 homes.

Policy JP-H2: Affordability of New Housing – The proposal would increase the supply of new housing, thereby helping to reduce the potential for a shortfall to lead to large house prices and rent increases. A viability appraisal has been submitted regarding affordable housing, which has been independently assessed, which is discussed in more detail below.

Policy JP-H3: Type, Size and Design of New Housing – The proposal would include a mix of 1 and 2 bed apartments, together with a residents' amenity area.

Policy JP-H4: Density of New Housing – This would be development of appropriate density in a sustainable area.

Policy JP-G6: Urban Green Space - The proposed tree planting would add to the network of green spaces.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity – There would be tree planting and bird and bat boxes which would increase biodiversity.

Policy JP-P1 Sustainable Places – The proposal would develop an underutilised and well connected site. The development would promote recycling and would be legible and accessible.

Policy JP-P2: Heritage – The architecture and materials would be high quality and minimise impacts on the settings of nearby heritage assets.

Policy JP-C1: An Integrated Network – This is a highly sustainable location. The New Islington Metrolink stop is within walking distance of the site, as well as New Islington Marina, and there are jobs and recreational facilities in the City Centre.

Policy JP-C2: Digital Connectivity – The application is in a developed area where there exists full fibre connections.

Policy JP-C5: Streets for All – The repaving of neighbouring footways would support an integrated network of streets and improve permeability and accessibility to and from the city centre along Lampwick Lane and Old Mill Street.

Policy JP-C8: Transport Requirements of New Development – The proposal would be connected to the infrastructure and nearby public transport. It would benefit from public realm improvements at the site and in the wider area. It is supported by a Transport Statement and Travel Plan.

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

This Supplementary Planning Document supplements guidance within the Core Strategy with advice on development principles including on design, accessibility, design for health and promotion of a safer environment. The proposals comply with these principles where relevant. The proposal would be attractive and welcoming. It would respond to the character of the surrounding area and context and has been informed by a comprehensive design process. It would provide variety in the streetscape and act as a landmark entry point to New Islington.

Strategic Plan for Manchester City Centre 2015-2018

The Strategic Plan 2015-2018 seeks to manage activity to ensure the City Centre continues to consolidate its role as a major economic and cultural asset for Greater Manchester and the North of England. It sets out the strategic action required to work towards achieving this over the plan period, updates the vision for the City Centre within the current economic and strategic context, outlines the direction of travel and key priorities over the next few years in each of the city centre neighbourhoods and describes the partnerships in place to deliver those priorities.

The site is in New Islington and has been transformed into a primarily residential neighbourhood, building on the opportunities provided by its adjacency to the city centre and surrounding neighbourhoods such as Ancoats.

Stronger Together: Greater Manchester Strategy 2013 (GM Strategy)

The sustainable community strategy for Greater Manchester was prepared in 2009 as a response to the Manchester Independent Economic Review (MIER). MIER identified Manchester as the best placed city outside London to increase its long term growth rate based on its size and productive potential. It sets out a vision for Greater Manchester where by 2020, the City Region will have pioneered a new model for sustainable economic growth based around a more connected, talented and greener City Region, where all its residents are able to contribute to and benefit from sustained prosperity and a high quality of life. The proposal would support and align with the overarching programmes being promoted by the City Region via the GM Strategy.

Manchester Residential Quality Guidance (July 2016) (MRQG)

This document provides specific guidance for Manchester and includes a section on the consideration of space and daylight. The guide states that space standards within dwellings should comply with the National Described Space Standards as a minimum. In assessing space standards for a particular development, consideration needs to be given to the planning and laying out of the home and the manner in which its design creates distinct and adequate spaces for living, sleeping, kitchens, bathrooms and storage. The size of rooms should be sufficient to allow users adequate space to move around comfortably, anticipating and accommodating changing needs and circumstances. The proposal is broadly in keeping with the aims and objectives set out in the guidance.

Manchester Housing Strategy 2022-2032

This seeks to deliver 36,000 new homes by 2032, including 10,000 affordable homes and supports high density housing in the conurbation core. Residents require access to good quality homes across different types, tenures, and price ranges. The proposal would contribute to achieving the above targets and growth priorities.

Residential Growth Strategy (2017)

This recognises the critical relationship between housing and economic growth. There is an urgent need to build more new homes for sale and rent to meet demand from the growing population. Housing is one of the key Spatial Objectives of the Core Strategy and the Council aims to provide for a significant increase in high quality housing at sustainable locations and the creation of high quality neighbourhoods with a strong sense of place. The proposal would contribute to achieving the above targets and growth priorities.

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 within the context of objectives for growth and development. The proposal includes a landscaping scheme with tree planting. It would improve pedestrian linkages through to the Ashton Canal.

Ancoats & New Islington Neighbourhood Development Framework Update 2016

In 2016 an update was issued for the Ancoats and New Islington Neighbourhood Development Framework approved in October 2014. The area covered by the framework has attributes that allows it to be a major focus for population growth of the next 10 years, including, close proximity to the City Centre; exceptional transport connections, character features ideal for place making; and delivered and committed investment in infrastructure. The core development principles which lie at the heart of the framework include:

- To provide for a range and mix of residential accommodation in a high quality and well managed environment that will ensure the emergence of a vibrant new neighbourhood of choice.

- Whilst regeneration of the framework area will be residential led, opportunities for a wider mix of uses including office, workspace, retail, leisure and community uses should be sought that combine to create a distinctive sense of place and neighbourhood, ensuring life and vitality on weekdays and evenings. The quality of the wider mix of uses in the area should be carefully managed.
- New development should exploit the area's locational advantage – its proximity to the city centre and key regeneration projects, combined with the area's heritage assets.

The Framework is a material consideration in the determination of this application. The overall aim of the framework is to create a high quality residential neighbourhood with high value homes that would support economic growth. The proposal would provide 40 no homes that would contribute to making New Islington a vibrant, safe, secure and sustainable community. The proposal is consistent with the overall aims, objectives and principles of the updated Framework.

Climate Change

Our Manchester Strategy 2016-25 – sets out the vision for Manchester to become a liveable and low carbon city that will:

- Continue to encourage walking, cycling and public transport journeys;
- Improve green spaces and waterways including them in new developments to enhance quality of life;
- Harness technology to improve the city's liveability, sustainability and connectivity;
- Develop a post-2020 carbon reduction target informed by 2015's intergovernmental Paris meeting, using devolution to control more of our energy and transport;
- Argue to localise Greater Manchester's climate change levy so it supports new investment models;
- Protect our communities from climate change and build climate resilience.

Manchester: A Certain Future (MACF) – This is the city wide climate change action plan, which calls on all organisations and individuals in the city to contribute to collective, citywide action to enable Manchester to realise its aim to be a leading low carbon city by 2020. Manchester City Council (MCC) has committed to contribute to the delivery of the city's plan and set out its commitments in the MCC Climate Change Delivery Plan 2010-20.

Manchester Climate Change Board (MCCB) Zero Carbon Framework - The Council supports the MCCB to take forward work to engage partners in the city to address climate change. In November 2018, the MCCB made a proposal to update the city's carbon reduction commitment in line with the Paris Agreement, in the context of achieving the "Our Manchester" objectives and asked the Council to endorse these new targets.

The Zero Carbon Framework – This outlines the approach to help Manchester reduce its carbon emissions over the period 2020-2038. The target was proposed by

the Manchester Climate Change Board and Agency, in line with research carried out by the Tyndall Centre for Climate Change, based at the University of Manchester.

Manchester's science-based target includes a commitment to releasing a maximum of 15 million tonnes of CO₂ from 2018-2100. With carbon currently being released at a rate of 2 million tonnes per year, Manchester's 'carbon budget' will run out in 2025, unless urgent action is taken. Areas for action in the draft Framework include improving the energy efficiency of local homes; generating more renewable energy to power buildings; creating well-connected cycling and walking routes, public transport networks and electric vehicle charging infrastructure; plus, the development of a 'circular economy', in which sustainable and renewable materials are re-used and recycled as much as possible.

Climate Change and Low Emissions Implementation Plan (2016-2020) – This Implementation Plan is Greater Manchester's Whole Place Low Carbon Plan. It sets out the steps Greater Manchester will take to become energy-efficient, including investing in our natural environment to respond to climate change and to improve quality of life. It builds upon existing work and sets out our priorities to 2020 and beyond. It includes actions to both address climate change and improve Greater Manchester's air quality. These have been developed in partnership with over 200 individuals and organisations as part of a wide-ranging consultation.

The Manchester Climate Change Framework 2020-25 - An update on Manchester Climate Change was discussed at the MCC Executive on 12 February 2020. The report provides an update on the Tyndall Centre for Climate Change Research review of targets and an update on the development of a City-wide Manchester Climate Change Framework 2020-25. The City Council Executive formally adopted the framework on 11 March 2020.

National Planning Policy Framework (2023) (NPPF)

The revised NPPF re-issued in December 2023. 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).

The draft NPPF introduces measures to support the Governments ambitions to deliver 1.5 million homes over the next Parliamentary period and includes a focus on previously developed land and an uplift in density.

There is a Government Consultation under way in relation to a draft update to the guidance contained within the National Planning Policy Framework and those proposed draft changes have been fully considered in relation to this report and the associated recommendation.

In summary, the proposal is considered to be consistent with the relevant sections 5, 6, 7, 8, 9, 11, 12, 14, 15 and 16 of the NPPF for the reasons set out below:

Section 5 (Delivering a sufficient supply of homes) – The scheme would provide an efficient development of appropriate density, providing 40 homes in a sustainable location. It would provide a range of accommodation sizes and help to create a sustainable, inclusive and mixed community. Housing is required as the City grows. The City Centre is the biggest source of jobs in the region and the homes would support the growing economy and help to create a vibrant, thriving and active community. The development would not be able to support any affordable housing, however, this has been established through a viability assessment. This is set out in detail in the report.

Section 6 - Building a strong and competitive economy – 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).

New Islington is an area where further regeneration is needed. The development would create jobs during construction and would complement the existing community. New residents would use facilities and services and support the local economy.

Section 7 - Ensuring the Vitality of Town Centres - decisions should support the role that town centres play at the heart of local communities, by taking a positive approach to their growth, management and adaptation (paragraph 90).

The proposal would assist in creating and maintaining a neighbourhood that would attract and retain a diverse labour market. This would support Greater Manchester's growth objectives and deliver housing and a commercial unit of a scale where it would not compete with the commercial core of the City Centre. Development in this well connected location would help to promote sustained economic growth.

Section 8 (Promoting healthy and safe communities) – planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The proposal would be safe and secure. The ground floor commercial unit and landscaping works would assist in reactivating Lampwick Lane and making it a through route from Old Mill Street to the Ashton Canal.

Section 9 (Promoting Sustainable Transport) – 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 109).

The site is well connected to all public transport modes which would encourage sustainable travel. Development in this highly sustainable location would contribute to wider sustainability and health objectives and give people a choice about how they travel. A travel plan would be secured as part of the conditions of the approval.

Section 11 (Making Effective Use of Land) – 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 123).

The development is of an appropriate density providing 40 homes and is located on a highly sustainable brownfield site.

Section 12 (Achieving Well-Designed Places) – “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).

The design would be highly quality and complement the distinctive architecture within the area. The building would be sustainable and low carbon. Biodiversity and green infrastructure are included within the scheme. Trees would be planted along Lampwick Lane.

Section 14 (Meeting the challenge of climate change, flooding and coastal change) – 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 157).

The site is in a highly sustainable location. The site is in Zone 1 with a low probability of flooding. The building's fabric would be highly efficient. The landscaping scheme would include trees and planting, ensuring a biodiversity net gain. A green roof would be included in the proposal together with the use of renewable technologies including solar panels.

Section 15 (Conserving and enhancing the natural environment) – planning decisions should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land (paragraph 180).

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. 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 appropriately remediated. The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Section 16 Conserving and Enhancing the Historic Environment – 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 200).

The proposal would result in a low level of less than substantial harm to be caused to the setting of the Ancoats dispensary that would be outweighed by the public benefits brought about by the implementation of the proposal. This is considered in detail in the report.

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.

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.

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 proposal considers all of the above resulting in a well designed building.

Health and well being states that opportunities for healthy lifestyles should be considered. The proposal would increase the opportunities for healthy lifestyles.

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

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

The proposal includes a travel plan and is a highly sustainable location close to public transport and within walking distance of services and amenities.

Heritage states that public benefits may follow from many developments and could be anything that delivers economic, social or environmental objectives as described in the National Planning Policy Framework (paragraph 8). The proposal would bring public benefits that are set out in more detail in the issues section of this report.

The alignment of the proposals with the policy objectives set out above is detailed below.

Legislative requirements

Section 70 (2) of the TCPA 1990 (as amended) provides that in dealing with an application for planning permission that the Council shall have regard to the provisions of the development plan, so far as material to the application.

S38(6) of the Planning and Compulsory Purchase Act 2024 states that if regard is to be had to the development plan for the purposes of any determination to be made under the planning acts the determination must be made by the Council in accordance with the plan unless material considerations indicate otherwise.

Section 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in considering whether to grant planning permission for development that affects a listed building or it's setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

Section 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Section 149 of the Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 of the Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of the proposal and the development's contribution to regeneration

Regeneration is an important planning consideration. The City Centre is the primary economic driver in the Region and is crucial to its economic success. There is an important link between economic growth and regeneration and more homes are required to support economic growth. The proposal would develop a site in a key regeneration areas.

Manchester continues to grow and the population is expected to increase considerably by 2030. This, together with trends and changes in household formation, requires more housing. The proposal would contribute to this need. Providing the right quality and diversity of housing for the increasing population is critical to maintaining growth.

There is a long standing aspiration to create a high quality residential area in New Islington. The development of this brownfield site would provide homes in a highly sustainable well-connected location, Increase footfall and provide green infrastructure.

The Ancoats and New Islington Development Framework promotes regeneration to integrate the area with the City core. It envisaged the delivery of the approved scheme for 24 homes (111605/FO/2016/N2). The increased density proposed would use the site more efficiently, with the height remaining six storeys and would secure greater public benefits, with increased housing and improved landscaping on Lampwick Lane. The proposal would be consistent with the aims of the Development Framework and could encourage further development and regeneration nearby.

The homes and footway improvements would create activity and attract people to the area. It would consolidate development along Old Mill Street and help to expand the city core and support social and economic growth. The quality, mix and size of the homes would appeal to owner occupiers and renters.

The development would be in keeping with the objectives of the Ancoats and New Islington Framework, the Greater Manchester Strategy, and would complement and build upon current regeneration initiatives. As such, it would be consistent with sections 5, 6 and 7 of the National Planning Policy Framework, Core Strategy policies SP1, EC1, CC1, CC8, CC10, EN1 and DM1 and PfE Policies JP-S1 and JP-H1.

Viability and Affordable Housing Provision

Policy H8 requires new development to contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

40 homes are proposed for open market sale. The delivery of homes and the regeneration of the Ancoats and New Islington is a key priority for the Council. The proposal would develop a brownfield site, that makes little contribution to the area and creates active street frontages and public realm. It would comply with the Residential Quality Guidance.

A viability report, which has been made publicly available through the Council's public access system has been independently assessed on behalf of the Council. This concludes that the scheme would not be viable if it was to support an affordable housing contribution. A benchmark land value of £528,000 is within the expected range based on comparable evidence.

The applicant is targeting a profit of 8.95% on GDV. However, improvements/certainty on costs and revenues could improve when the viability is run at a later stage.

On this basis, the scheme could not support an affordable housing contribution if it is to be viable at the quality proposed. The viability would be subject to review at an agreed date to reflect market conditions and costs which may improve the viability and secure a contribution towards affordable housing in line with policy H8.

Climate change, sustainability and energy efficiency

This would be a carbon neutral development in a highly sustainable location with excellent access to public transport, Amenities in Ancoats, New Islington Marina and the New Islington Tram stop are nearby. The landscaping would improve biodiversity and enhance wildlife habitats. Measures such as bat and bird boxes would be required via a planning condition.

Sustainability principles would be incorporated during construction, with waste recycled and minimised, vehicle movements efficient and material sourced responsibly. The travel plan would encourage residents to use public transport. The homes would have a secure 42 space cycle store.

Energy-efficient systems and innovative technologies would be used to minimise the proposals carbon footprint. Roof top solar panels would support energy efficiency. A post construction review would be a planning conditions to ensure it is energy efficient.

Overall, the proposal includes measures that can be incorporated to mitigate climate change. The proposal would comply with policies relating to CO2 reductions and biodiversity enhancement set out in the Core Strategy and PfE, the Zero Carbon Framework, the Climate Change and Low Emissions Plan, the Climate Change and Low Emissions Implementation Plan, the Manchester Climate Change Framework and the Green and Blue Infrastructure Strategy.

Impact of the historic environment and cultural heritage

The heritage assets that would be affected are Grade II listed and of moderate to high significance. The main impact on them would be how they are experienced when viewed along Old Mill Street and Weybridge Street.

Brunswick Mill is some distance from this site and would not be affected by the proposal. The setting of the Ancoats dispensary is already comprised by existing buildings and vacant underdeveloped sites. Therefore, the impact on its setting and significance would be at the low end of less than substantial harm, with views of its principal elevation being preserved.

Any level of harm should be outweighed by the public benefits that would be delivered in accordance with para 206 of the NPPF. In assessing the public benefits, consideration has been given to para 8 of the NPPF which outlines the three dimensions to achieve sustainable development: economic, social and environmental.

The City Centre is also the primary economic driver in the City Region. Supply of housing is important to the success of the City's economy and that it remains an attractive city to both live and work in.

Section 5 of the NPPF places significant weight on the Government's objective to significantly boost the supply of homes. The provision of homes on this vacant site would support the continued regeneration of Ancoats and New Islington and assist in the development of a successful residential neighbourhood.

The key views demonstrate that the development would have a largely beneficial impact. The building would not be out of context with other apartment buildings in the area. There would be heritage benefits from the provision of a high quality building in the setting of heritage assets.

Significant economic and social benefits include the creation of local construction jobs and a condition would require the submission of a local labour agreement. Permanent employment would then be created through the management of the residential and the operation of the ground floor commercial unit.

The significant public benefits would outweigh the heritage impacts which would be at the lower end of less than substantial harm.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed buildings and conservation areas as required by virtue of S66 and S72 of the Listed Buildings Act, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 206 of the NPPF.

Impact on Archaeology

A Heritage Statement acknowledges that there is moderate to high potential for industrial and modern finds to be present on site. Greater Manchester Archaeology Advisory Service (GMAAS) note that the Roman Road from Manchester to Castleshaw could cross the site and the site may be of archaeological interest. GMAAS advise further investigations prior to the commencement of any ground works. Subject to a condition that would require the submission of a programme of archaeological works, this would satisfy the requirements of policy EN3 of the Core Strategy and saved UDP policy DC20.

Layout, scale, external appearance and visual amenity

The proposal would create active street frontages to Old Mill Street and Lampwick Lane. The homes would be accessed off Old Mill Street, with vehicle access from a private road off Lampwick Lane. The building would be set back from Lampwick Lane to allow soft and hard landscaping, including trees to be provided. There would be a communal cycle store and refuse store on the ground floor.

The 6 storey building would be similar in height to the larger buildings in the area and create a transition in scale to low-rise residential development to the east, similar to Weavers Quay to the north.

The eight storey element of Lampwick Quay to the south-east of the site and ten storey element of Weavers Quay to the east are taller than the proposal. The six storey development would provide a transition in scale between the low rise housing and these larger buildings closer to the centre of New Islington.

The façade would be ribbed terracotta cladding, with visual interest provided by recessed breaks. Windows would be full height with deep reveals. The windows and vertical cladding would provide a strong vertical emphasis similar to neighbouring buildings. The terracotta cladding would complement the traditional brick finishes to Stubbs Mill and the Ancoats Dispensary. Ribbed cladding would shield ventilation and opening vents to ensure a seamless façade.

The typical facade detail on the right showcases some of the key elements of the Old Mill Street proposal that come together to craft a striking and distinctive facade.

Terracotta 'baguettes' in front of opening vents to form guarding

Ribbed terracotta cladding

Large flush picture window

Recessed picture window

Terracotta head detail

Terracotta cill detail

Extract grilles located discretely behind terracotta baguettes

Recessed Entrance

Pigmented concrete cill

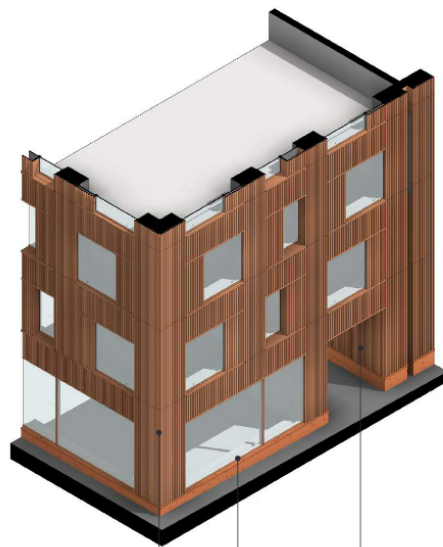
Acid etched in-situ concrete upstand at ground level, colour to match cladding

Openable window recessed behind terracotta baguettes

Terracotta window reveals

Window frame to be concealed by terracotta cladding

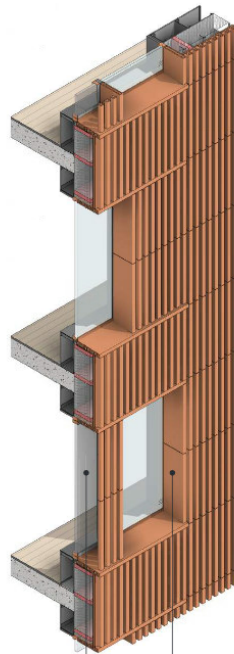
Extract grilles located discretely within underside of window reveal behind the baguettes



'Birds beak' corner detail to terracotta cladding

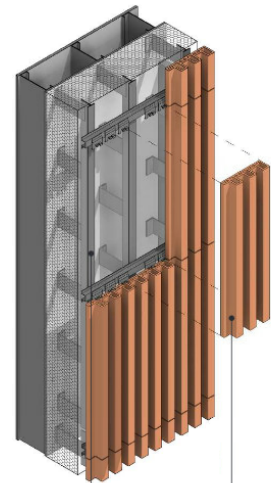
Flush glazing to ground floor amenity with concrete upstand

Recessed entrance with terracotta cladding and soffit



Openable vent behind terracotta baguettes

Full terracotta window surround concealing window frame



Secret fix rainscreen bracket system (no visible fixings)

Profiled Terracotta Tile

Visualisations of the proposed development's façade. Vents and extract details are screened from view by ribbed terracotta panels with no visible fixings.

The materials deliver a simple, yet effective and eye-catching façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Impact on Trees and green infrastructure

The site comprises hard standing and self-seeded low quality shrubs and semi-mature trees that are of limited ecological value. The site would be cleared and include green infrastructure on Lampwick Lane and the vehicle access to Piercy Street, with 3 trees and shade tolerant shrubs and perennials.

This is considered acceptable and suitably mitigates against the loss of existing green infrastructure on site and would help improve the overall biodiversity at the site as required by policies EN9 and EN15 and PfE Policies JP-G6 and JP-G8.

Impact on Ecology

An ecological survey found that the site is of limited ecological value and that there was no presence of bats or other protected species. The survey found that nesting birds have a moderate probability of being affected and all site clearance works should be undertaken outside of the bird nesting season. The proposal has been accompanied by a Biodiversity Metric and a Technical Note. The Greater Manchester Ecology Unit have found that due to the site's use as a car park, it has a very limited ecological value and the provision of a green roof, street level landscaping and bat and bird box provision, would secure a biodiversity net gain. Conditions would ensure the protection of nesting birds and secure the ecological enhancements. The proposal is therefore in accordance with Policies EN9 and EN15 of the Core Strategy and PfE Policies JP-G6 and JP-G8.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the impact on surrounding properties, the BRE guidelines have been used to assess daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 88 Old Mill Street
- Ancoats Dispensary
- 2 Tavery Cl
- 4 Tavery Cl
- 7 Weybridge Road
- 2 Weybridge Rd
- 4 Weybridge Rd
- Lampwick Quay
- Weavers Quay

- Chips

Properties assessed for daylight and sunlight

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 129 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

2 Tavary Close, 4 Tavary Close, 7 Weybridge Road, 2 Weybridge Road, 4 Weybridge Road & Chips

Any change in the daylight and, where relevant, sunlight amenity would fully comply with BRE target criteria and would suffer no due loss of amenity.

88 Old Mill Street

88 Old Mill Street is a two storey end terrace property adjacent to the site. It has 7 windows, 3 forward facing, 3 rear facing and 1 in the side of a single storey ground floor extension. 4no windows are located at first floor and 3no at ground floor. These serve a mixture of habitable rooms, bedrooms etc.

6 windows would meet BRE target criteria. The change in VSC to the remaining window would be fully BRE compliant. The room would have continue to benefit from daylight distribution to over 60% of its area.

2 of the 3 rooms would be fully BRE compliant for sunlight. The room that would not meet this requirement would receive 36% total APSH against the BRE recommended 25% and 4% winter APSH against the BRE recommended 5%. Notwithstanding this loss, the level of sunlight amenity the property would still receive is very good given its urban location.

As such the daylight and sunlight impact on 88 Old Mill Street would not be unduly harmful. There would be localised instances where the daylight and sunlight would affect certain windows and rooms but unduly harmful to warrant refusal.

Ancoats dispensary

The Ancoats dispensary is a part three part five storey residential property with windows that serve habitable rooms on all its elevations.

27 windows to 13 rooms assessed, None of are orientated to within 90 degrees of due south so a sunlight analysis is not required. . The changes in daylight amenity (VSC & NSL) to 2 of the 13 rooms would be BRE compliant. 8 of the remaining 11 rooms (3 living/kitchen/dining rooms and 5 bedrooms) are all dual aspect but they have at least one window which derives light across this site. 8 rooms would have one or more mitigating windows which would retain VSC levels of between 16.6% and 31% with the proposal in place. As a result of these retained VSC levels, all of

the rooms would retain daylight distribution (NSL) to between 71% and 94% of their areas.

The remaining 3 rooms would experience noticeable changes in daylight amenity. The windows to 2 rooms, retain VSC levels of between 22% and 25% which is considered to be very good for a bedroom in this context. The most affected room would only differ by 0.9% and 1.1% compared to what they would have benefited from had the development approved under application 111605/FO/2016/N2 been implemented.

The Dispensary would not be an unduly harmful. There would be localised instances where the daylight and sunlight would affect certain windows and rooms. However, the majority of the window/rooms would continue to receive direct daylight and sunlight. The impact of the development would not be unduly harmful to warrant refusal of the application and with conditions remaining acceptable for this area

Lampwick Quay

42 windows to 41 rooms were assessed. None of the windows are orientated to within 90 degrees of due south. 40 of the 41 rooms would be BRE compliant.

The VSC to the remaining window would be minor and the room overall would be fully compliant in terms of NSL.

As such the daylight and sunlight impact on Lampwick Quay would not be unduly harmful. There would be localised instances where the daylight and sunlight would affect certain windows and rooms but unduly harmful to warrant refusal.

Weavers Quay

02 windows to 51 rooms were assessed and 49 would be fully compliant. The change to the remaining 2 rooms would be fully BRE compliant but would not comply with NSL to a minor extent. .

The change in sunlight to 21 rooms would be fully complaint.

Overall, when taking account of paragraph 129 (c) of section 11 of the NPPF, whilst it is acknowledged that the proposal would cause a degree of harm to some of the surrounding developments, this is limited and would not be such to warrant refusal of this planning application.

(b) TV reception

TV reception survey has concluded that there should be minimal impact on digital television services or digital satellite television services. This would be monitored during the works and a condition would require a post completion survey to be undertaken to verify that no additional mitigation is required.

(c) Air Quality

The site is partially in an Air Quality Management Area (AQMA) and an Air Quality Assessment has assessed the impact on air quality during construction and operation. The construction process would produce dust and increased emissions. Any adverse impacts would be temporary and could be controlled using mitigation measures included within best practice guidance and a construction management plan.

Concentrations of NO₂, PM₁₀ and PM_{2.5} were predicted and the suitability of the site for homes has been considered. Pollutant concentrations were predicted to be below the current relevant air quality objectives and the would be suitable for the proposed use.

The Air Quality Assessment concludes that no specific mitigation measures are required for the homes. Conditions would require 100% EV charging, cycle storage and a travel plan to ensure the proposal helps to improve air quality.

Given the above, it is considered that the proposal would have an acceptable impact on air quality and would be suitable for the intended uses and conditions should be attached to ensure this.

Noise and vibration

A noise assessment Identifies the main sources of noise during construction would be from plant, equipment and construction activities including breaking of ground and servicing. Noise levels from construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a condition.

When the development is occupied, the acoustic specification of the homes would limit noise ingress from the main sources of external noise, particularly roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the homes are acceptable. This would be the subject of verification prior to occupation.

Provided that construction activities are carefully controlled and the plant equipment and homes are appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

A 29sqm internal refuse store would accommodate 4no 1,100L refuse bins, 2no 1,100L pulpable bins and 2no 1,100L co-mingled bins. Waste would be collected from Lampwick Lane. Details of the commercial unit's bin store would be dealt with via a condition and confirmed prior to its occupation.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

Accessibility

Access into and within the building would be level, a parking space would be accessible resulting in a 20% accessible parking provision rate. All the homes would be wheelchair adaptable. The proposal would be consistent with sections 7 and 8 of the National Planning Policy Framework, policies SP1, DM1 and CC10 of Core Strategy and PfE Policy JP-H3.

Flood Risk/surface drainage

The site is in Flood Zone 1, which has a low probability of fluvial and tidal flooding. The risks of flooding from other types of flooding such as canal and groundwater are low. The proposed uses are appropriate, and conditions should require the implementation and maintenance of a sustainable drainage system. Given the above and for reasons outlined elsewhere in this report in relation to the consistency of the proposal with the City's wider growth, regeneration and sustainability objectives, the development would be consistent with section 14 of the National Planning Policy Framework, Core Strategy policy EN14 and PfE Policy JP-S4.

Fire Safety

The proposal building would have a maximum height of over 20m. The Fire Strategy contained within the submitted Design & Access Statement confirms that the provision of a single stair escape conforms with current legislation. The Health and Safety Executive do not object to the proposal from a fire safety perspective.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby including New Islington tram stop. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

Five parking spaces would be fitted with fast charging EV charging points. 102% secure cycle provision would be available. The level of car and cycle parking is acceptable to Highway Services subject to the submission of a Car Park Management Strategy and a review of Traffic Regulation Orders in the vicinity of the development to discourage residents from parking on the pavement.

A travel plan would support residents travel needs. A condition should ensure that the travel plan is monitored, and residents are supported to find a parking space should they require one.

Lampwick Lane would be used to service the apartment building. Improvements are required to existing roads and footways including tactile paving. These improvements would be secured by a condition.

A construction management plan should be agreed to minimise the impact of construction activities on the highway network and nearby residents. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

The homes would bring additional vitality to the area. Windows would overlook all frontages which would enliven the street scene and provide natural surveillance. A Crime Impact Statement, prepared by Design for Security at Greater Manchester Police, details measures that would be secured by a condition. In view of the above the proposals are consistent with section 8 of the National Planning Policy Framework, and policies SP1 and DM1 of the Core Strategy.

Ground conditions

A ground conditions report details that the site is contaminated from previous uses and requires remediation prior to redevelopment. The Environment Agency and Environmental Health require further investigations and a remediation strategy. The ground conditions are not complex so as to prevent development provided a robust strategy is prepared, implemented and the works verified.

A piling condition is recommended to ensure that there is no contamination of below groundwater. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to existing homes and comings and goings from the site are likely to be noticeable. However, these impacts are predictable and can be mitigated. A condition would require approval of a construction management plan which would include details of dust suppression measures, highways management plan and details of machinery use. Wheel washing would prevent any dirt and debris along the road.

Construction vehicles would utilise Old Mill Street, which would lead to some disruption. There is unlikely to be any cumulative impact from construction activity. Whilst there is a large amount of activity in the local area, it is not close to this site and the proximity of the strategic road network such as Great Ancoats Street, should minimise disruption on the surrounding area.

Provided the initiatives outlined above are adhered to, it is considered that 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, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to an HMO falling within use classes C3(b) and C3(c)

be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city. It is also considered necessary to condition the development so that the 40no homes are only used as private dwellings and cannot be used for accommodation by way of trade for money and for a period of less than 90 consecutive days.

To avoid the proliferation of convenience retail and other uses which may be unsuitable for the application site, and to encourage the diversification of the City Centre's retail offering, it is recommended that the permitted development rights that would normally permit the change of use of a commercial Class E unit between sub-classes of said class be restricted so that the unit can only operate a Class E(a) and Class E(b) use, with the exception of convenience retail.

It is also considered appropriate to remove the right to extend the apartments (including upwards extensions) and alter the roof without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme.

Public Opinion

The majority of the grounds of objection have been addressed in the report. However, further comments are provided below:

Local parking capacity – 5 parking spaces would be provided, and most residents of the site would utilise sustainable forms of transport. The development is in a sustainable location within walking distance of public transport links. A condition would require a travel plan to be implemented as part of the development that would review ongoing forms of transport to and from the application site.

Conclusions

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 proposal would have a positive impact on the regeneration of this area and would deliver high quality homes. High quality design would enhance the street scene. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a minimal impact on the setting of the adjacent listed building and Ancoats Conservation Area. There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

Other Legislative Requirements

Equality Act 2010

Section 149 (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.

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

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

Recommendation MINDED TO APPROVE subject to the signing of a Section 106 Agreement to secure a future viability review on an open book basis to capture any improvement in position to provide an affordable housing contribution.

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance, this has included ongoing advice that has resolved the issues associated with the proposal.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

- o 2450-GHA-ZZ-ZZ-DR-A-(05)001 Rev P02: Site Location Plan
- o 2450-GHA-ZZ-ZZ-DR-A-(05)012 Rev P02: Site Block Plan - Proposed
- o 2450-GHA-ZZ-00-DR-A-(05)100 Rev P03: GA Plan - Ground Floor (Received 10/09/2024)
- o 2450-GHA-ZZ-01-DR-A-(05)101 Rev P02: GA Plan - Typical Floors 01, 03, 05
- o 2450-GHA-ZZ-02-DR-A-(05)102 Rev P02: GA Plan - Typical Floors 02 & 04
- o 2450-GHA-ZZ-06-DR-A-(05)106 Rev P02: GA Plan - Roof
- o 2450-GHA-ZZ-XX-DR-A-(05)201 Rev P02: GA Elevations - North West & South West
- o 2450-GHA-ZZ-XX-DR-A-(05)202 Rev P02: GA Elevations - North East & South East
- o 2450-GHA-ZZ-XX-DR-A-(05)301 Rev P02: GA Sections - A1 & A2
- o 2450-GHA-ZZ-XX-DR-A-(05)302 Rev P02: GA Sections - B1 & B2
- o 2450-GHA-ZZ-ZZ-DR-A-(05)501 Rev P02: Bay Study 01 - Typical Level
- o 2450-GHA-ZZ-ZZ-DR-A-(05)502 Rev P02: Bay Study 02 - Ground Floor
- o 2315-CWS-XX-GF-DR-L-100 Rev P01: Landscape Proposals Plan
- o 2315-CWS-XX-RT-DR-L-101 Rev P01: Roof Landscape Proposals Plan
- o 2315-CWS-XX-XX-PP-L-1001_P01: Old Mill Street, Manchester Landscape Strategy Document (Dated July 2024)
- o Old Mill Street Design and Access Statement (Prepared by Howells & Urban Splash; Dated 16/07/2024)
- o Planning Statement (Prepared by Made it Together)
- o Daylight & Sunlight (Prepared by GIA; Dated 28/11/2023)
- o Air Quality Assessment (Prepared by BWB; Dated January 2024; Received 22/01/2024)
- o Framework Construction Management Plan (Prepared by Urban Splash; Received 12/01/2024)
- o Local Labour Proposal (Prepared by Urban Splash; Received 12/01/2024)
- o Television and Radio Reception Impact Assessment (GTech Surveys Limited; Received 21/12/2023)
- o Crime Impact Statement (Prepared by Greater Manchester Police Design for Security; Dated 22/11/2023; Received 05/12/2023)
- o Old Mill Street - Environmental Standards Statement (Received 05/12/2023)
- o Residential Management Strategy (Prepared by Urban Splash; Received 05/12/2023)
- o Noise Assessment (Prepared by BWB; Dated November 2023; Received 05/12/2023)
- o Biodiversity Net Gain Technical Note (Prepared by Wardell Armstrong; Dated November 2023; Received 05/12/2023)
- o Biodiversity BNG Calculation (Received 05/12/2023)
- o Surface Water Drainage Rationale (Prepared by Wardell Armstrong; Dated November 2023; Received 05/12/2023)
- o Phase 1 Desk Study (Prepared by Wardell Armstrong; Dated November 2023; Received 05/12/2023)
- o Archaeology and Heritage Statement (Prepared by Wardell Armstrong; Dated November 2023; Received 05/12/2023)
- o Waste Management Strategy Proforma (Received 05/12/2023)
- o Transport Statement (Prepared by Eddisons; Dated November 2023; Received 05/12/2023)

o Travel Plan Framework (Prepared by Eddisons; Dated November 2023; Received 05/12/2023)

Stamped as received by the City Council as Local Planning Authority on 17/07/2024, unless stated otherwise.

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) Prior to the commencement of the development hereby approved, a detailed demolition and construction/fit-out management plan outlining working practices during the construction phase of the development shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the plan shall include detail on the following matters;

- o Communication strategy with residents and businesses
- o Display of an emergency contact number;
- o Details of wheel washing;
- o Dust suppression measures, including a section on air quality and the mitigation measures proposed to control fugitive dust emissions;
- o Compound locations where relevant;
- o Details regarding location, removal and recycling of waste (Site waste management plan);
- o Phasing and quantification/classification of vehicular activity;
- o Types and frequency of vehicular demands - Routing strategy and swept path analysis;
- o Measures to mitigate risks such as objects falling from height and impacting highway users;
- o Parking for construction vehicles and staff;
- o Sheeting over of construction vehicles;
- o A commentary/consideration of ongoing construction works in the locality;
- o Construction and demolition methods to be used;
- o The erection and maintenance of security hoardings where relevant;
- o Details of how access to adjacent premises would be managed to ensure clear and safe routes into buildings are maintained at all times;
- o Community consultation strategy, including details of stakeholder and neighbour consultation prior to and during the development along with the complaints procedure;
- o Pedestrian management proposals;
- o Loading and unloading of plant and materials;
- o The design, erection, maintenance and dismantling of scaffolding.

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 demolition and construction of the development shall then be carried out in accordance with the approved plan.

Reason - To safeguard the amenities of nearby residents and in the interest of highway safety, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

4) a) Before development commences, a full condition survey of the carriageways/footways on construction vehicle routes immediately surrounding the site shall be undertaken and submitted to the City Council as Local Planning Authority.

b) When all construction/fit-out works are complete, the same carriageways/footways shall be re-surveyed and the results submitted to the City Council as Local Planning Authority for assessment. Should any damage have occurred to the carriageways/footways, they shall be repaired and reinstated in accordance with a scheme that shall first be submitted to and approved in writing by the City Council as Local Planning Authority. The necessary costs for this repair and/or reinstatement shall be met by the applicant.

Reason - To ensure an acceptable development, pursuant to policy DM1 of the Core Strategy.

5) Prior to the commencement of development, the following shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- i. samples and specifications of all materials to be used on all external elevations including sample panel (see limb ii and iii);
- ii. drawings to illustrate details of full sized sample panels that will be produced; and
- iii. production and approval of full sized sample panels and for a strategy for quality control management.

The panels to be produced shall include jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames.

The development of that phase shall be carried out in accordance with the approved details.

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

6) a) Notwithstanding the submitted Phase 1 Desk Study (ref. GM12676, dated 23/10/2023; Prepared by Wardell Armstrong) stamped as received by the City Council, as Local Planning Authority, on the 05/12/2023, before the development hereby approved commences, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of site investigation proposals;
- Submission of a site investigation and risk assessment report;

- Submission of a remediation strategy.

The development shall then be carried out in accordance with the approved details.

(b) When the phase of development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

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

Reason - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

7) Prior to the commencement of the development, with the exception of site clearance and demolition, details of the method for piling, or any other foundation design using penetrative methods, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

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

In order to avoid/discharge the above drainage condition, the following additional information has to be provided:

- o A finalised drainage layout showing all components, outfalls, levels and connectivity;

- o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates with the aim of reducing to the Greenfield runoff rates, as the site is located within Conurbation Core Critical Drainage Area;
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;
- o Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o CRT consents / approval confirmation required. An email of acceptance will suffice.
- o The LLFA would require the landowner's consent / approval for drainage within highway / third-party land. An email of acceptance will suffice.
- o Where surface water is connected to the public sewer, UU specify Surface water should be restricted to a maximum rate of 5 l/s.
- o A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties.
- o Where a public sewer diversion is required, an agreement in principle from United Utilities is required. An email of acceptance will suffice.
- o Hydraulic calculation of the proposed drainage system;
- o Construction details of flow control and SuDS elements.

- o For sites where proposed development would cause pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.

The development shall then proceed in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

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

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

10) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Project Design which has been submitted to and approved in writing by the local planning authority.

The Project Design shall cover the following:

- a). A phased programme and methodology of investigation and recording to include:
 - archaeological evaluation trenching;
 - pending the results of the above, an open-area excavation (subject to a revised Project Design).
- b). A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
- c). Deposition of the final report with the Greater Manchester Historic Environment Record.
- d). Dissemination of the results of the archaeological investigations commensurate with their significance.

- e). Provision for archive deposition of the report and records of the site investigation.
- f). Nomination of a competent person or persons/organisation to undertake the works set out within the approved Project Design.

The development shall then proceed in accordance with the approved details.

Reason - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) in accordance with Core Strategy Policies EN3 and DM1, Saved Unitary Development Plan Policy DC20 and the National Planning Policy Framework.

11) a) The development shall not commence until details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, as well as end use, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction and operation of the development.

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

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

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

c) Within three months of the commencement of the approved use, a detailed report which takes into account the information and outcomes about local labour recruitment, for the end use of the development, 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).

12) Prior to the commencement of above ground works, a scheme demonstrating all residential apartments hereby approved compliance with M4(2) Building Regulations standards for accessible dwellings shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented as part of the development.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1 and Places for Everyone Plan Policy JP-H3.

13) Prior to the commencement of any above ground works, final details of the approved core and lift overrun, including height, width, depth and material finish shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt the lift overrun should not impact upon wider views of the development as a whole. The approved details shall then be implemented as part of the development and be retained thereafter.

Reason - In the interest of securing a development of high quality design in accordance with Core Strategy Policies EN1 and DM1.

14) Prior to the first use of the residential element within the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm in relation to shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- o Amendments/new TROs on Old Mill Street, Lampwick Lane/Upper Kirby Street and Piercy Street Mason Street;
- o Footway improvement and reinstatement works around the perimeter of the application site, including provision of dropped-kerbs/tactile paving provision along Old Mill Street and Lampwick Lane/Upper Kirby Street.
- o Removal/replacement of directional signage

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

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) and in accordance with the New Cross Public Realm Strategy.

15) Prior to the first occupation of the development, final details, including general manifestation, for roof top plant shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt, all roof top plant should be screened from views along the public highway. The approved details shall then be implemented as part of the development and be retained thereafter.

Reason - In the interest of securing a development of high quality design in accordance with Core Strategy Policies EN1 and DM1.

16) Prior to the first use of the premises, a signage strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved strategy shall then be implemented as part of the development and then be adhered to thereafter.

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

17) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the development (including cross sections), shall be submitted to and approved 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 be retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

18) Prior to the first occupation of the development, details, specification and provision of 7 kw fast charging electric car charging points for each car parking space approved shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter be retained and maintained in situ.

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

19) a) The development hereby approved shall be implemented in accordance with the recommendations and measures made within the submitted Preliminary Ecological Appraisal (Prepared by Wardell Armstrong; Dated November 2023) and the Biodiversity Net Gain Technical Note (Prepared by Wardell Armstrong; Dated May 2023), both stamped as received by the City Council as Local Planning Authority on 05/12/2023. The approved details shall be implemented prior to the first occupation of the residential element of the development.

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

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

20) a) Before the use hereby approved commences, external lighting shall be designed and installed in accordance with a scheme approved in writing by the City Council as local planning authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of non-conformity with the recommendations in the

report shall be detailed along with any measures required to ensure compliance with the criteria.

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

21) a) Prior to the installation of any extraction or ventilation equipment for the ground floor commercial unit hereby approved, should it be required, details of how fumes, vapours and odours shall be extracted and discharged from the commercial unit hereby approved shall be submitted to and approved in writing by the City Council as local planning authority before the use commences.

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

b) Prior to occupation of the commercial unit hereby approved, confirmation shall be submitted for the approval of the City Council as local planning authority that the approved scheme has been implemented.

Reason - To safeguard the amenities of nearby residents, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

22) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 05/12/2023. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

23) Prior to the first occupation of the commercial unit hereby approved, a scheme detailing the hours of opening and general management of the unit, shall be submitted to and approved in writing by the City Council as local planning authority. The commercial unit shall then operate in accordance with the approved hours and details for the lifetime of the development.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation.

24) 24. a) Notwithstanding the approved Noise Assessment (Prepared by BWB; Dated November 2023; Received 05/12/2023), the commercial unit shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

Where entertainment noise is proposed the LAeq (entertainment noise) shall be controlled to 5dB below the LA90 (without entertainment noise) in each octave band at the facade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125Hz octave frequency bands shall be controlled so as not to exceed (in habitable rooms) 47dB and 41dB (Leq,5min), respectively.

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

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to policy DM1 of the Core Strategy, Saved Unitary Development Plan Policy DC26 and to reflect the guidance contained in the National Planning Policy Framework.

25) a) Notwithstanding the approved Noise Assessment (Prepared by BWB; Dated November 2023; Received 05/12/2023), before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Old Mill Street shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

- | | | |
|---|--|---|
| o | Bedrooms (night time - 23.00 - 07.00) | 30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 15 times) |
| o | Living Rooms (daytime - 07.00 - 23.00) | 35 dB LAeq |
| o | Gardens and terraces (daytime) | 55 dB LAeq |

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Core Strategy, Saved Unitary Development Plan Policy DC26 and to reflect the guidance contained in the National Planning Policy Framework.

26) a) Notwithstanding the approved Noise Assessment (Prepared by BWB; Dated November 2023; Received 05/12/2023), externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site pursuant to policy DM1 of the Core Strategy, Saved Unitary Development Plan Policy DC26 and to reflect the guidance contained in the National Planning Policy Framework.

27) Prior to the occupation of the ground floor commercial unit hereby approved, a scheme detailing the waste storage and collection details for the unit, including a schedule for the times and frequency of waste collections shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall then proceed in accordance with the approved details which shall be adhered to for its lifetime.

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

28) (a) Notwithstanding landscaping strategy as indicated on drawings 2315-CWS-XX-GF-DR-L-100 Revision P01 and 2315-CWS-XX-RT-DR-L-101 Revision P01 stamped as received by the City Council, as Local Planning Authority, on the 17 July 2024 prior to the first occupation of the residential element of this development,

details of hard and soft landscaping treatments (including tree planting, boundary treatments, pavers, flower beds and appropriate samples of materials) shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

29) Notwithstanding the approved Residential Management Statement, prepared by Urban Splash, stamped as received by the City Council as Local Planning Authority on 05/12/2023, prior to the first use of the development hereby approved, a detailed Residential Management Strategy, including that listed below, following shall be submitted to an approved in writing by the City Council as Local Planning Authority.

- o Details of the 24 hour management of the site, in particular in relation to servicing, refuse (storage and removal) and noise management of communal areas.
- o Full details of a maintenance strategy for the areas of public realm adjacent to the site including surfaces, planting and litter collection and details of where maintenance vehicles would park.
- o Details of how the approved car parking spaces shall be managed/allocated.
- o Details for a residential parcel delivery strategy, including delivery drop off-points and delivery holding area.

The approved management plan shall be implemented from the first occupation of the residential element and be retained in place for as long as the development remains in use.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

30) The development hereby approved shall be carried out in accordance with the Framework Travel Plan, prepared by Eddisons, received by the City Council, as Local Planning Authority, on the 05/12/2023.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time

- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified Travel Plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

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

31) Notwithstanding the TV reception survey prepared by GTech, stamped as received by the City Council, as Local Planning Authority, on the 21/12/2023, within one month of the practical completion of the development, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

32) The development hereby approved shall be carried out in accordance with the submitted Environmental Standards Statement stamped as received by the City Council, as Local Planning Authority, on the 5 December 2023. A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

33) Prior to their installation, details regarding any roller shutters shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt all roller shutters shall be internal. The approved details shall be implemented and be in place prior to the first use of the development.

Reason - In the interest of securing a well designed development in accordance with Core Strategy Policies SP1 and DM1, and the National Planning Policy Framework.

34) All windows, unless shown otherwise on the approved drawings detailed in condition 2, shall be retained as a clear glazed window openings at all times and views into the premises shall not be screened or obscured in any way, with the exception of that required for building control regulations.

Reason - The clear glazed windows are an integral and important element in the design of the lower level elevations and are important in maintaining a visually interesting street-scene consistent with the use of such areas by members of the public, and so as to be consistent with saved policy DC14 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

35) The development hereby approved shall include for full disabled access to be provided to all areas of public realm and via the main entrances and to the floors above.

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

36) No amplified sound or any music shall be produced or played in any part of the site outside the building, including roof space, for the lifetime of the development.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Core Strategy

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

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

38) All external doors of the development hereby approved shall open away from the public highway, with the exception of fire escape doors.

Reason - In the interest of highway safety in accordance with Core Strategy Policies CC5 and DM1, and the National Planning Policy Framework.

39) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending

or replacing the same, no further development in the form of upward extensions to the building shall be undertaken other than that expressly authorised by the granting of planning permission.

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

40) The ground floor commercial unit hereby approved shall be used for Class E (a) or (b), excluding convenience retail, and for no other purpose (including any other purpose within Class E of the Schedule to the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020 (SI 2020 No.757) or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - The use of the premises other than in accordance with the approved use would require further consideration by the Local Planning Authority and may not be appropriate in this locality in accordance with Core Strategy Policies SP1, EC2 and DM1, and the National Planning Policy Framework.

41) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people or 2 couples sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

42) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1

and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

43) Foul and surface water shall be drained on separate systems.

Reason - To secure proper drainage and to manage the risk of flooding and pollution, pursuant to Section 10 of the National Planning Policy Framework and Policy EN14 of the Core Strategy.

44) The provision of 42no cycle spaces, as indicated on drawing no.2450-GHA-ZZ-00-DR-A-(05)100 Revision P03 received by the City Council as Local Planning Authority on 10/09/2024, shall be implemented prior to the first occupation of the residential element of the development hereby approved and shall be retained and maintained in situ for as long as the development remains in use.

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).

45) The provision of 5no car parking spaces, of which one shall be accessible, as indicated on drawing no.2450-GHA-ZZ-00-DR-A-(05)100 Revision P03 received by the City Council as Local Planning Authority on 10/09/2024, shall be implemented prior to the first occupation of the residential element of the development hereby approved and shall be retained and maintained in situ for as long as the development remains in use.

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

46) The development hereby approved shall be carried out in accordance with the submitted waste management proforma, drawing no. 2450-GHA-ZZ-00-DR-A-(05)100 Revision P03 and section 4.2 of the submitted Design and Access Statement, stamped as received by the City Council as Local Planning Authority on 05/12/2023, 10/09/2024 and 17/07/2024 respectively. The approved details shall be implemented prior to the first occupation of the residential element of the development and thereafter be retained and maintained in situ.

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

47) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours for the lifetime of the development:

- o 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Informatives

1) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

2) The applicant should be advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Events and Coordination teams via Email - highwaylicences@manchester.gov.uk.

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: 138763/FO/2023 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:

**Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Canal & River Trust
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service**

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:

Highway Services
Environmental Health
MCC Flood Risk Management
Work & Skills Team
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Ecology Unit
Greater Manchester Archaeological Advisory Service

Relevant Contact Officer : Michael Pearson
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