

Application Number	Date of Appln	Committee Date	Ward
142464/FO/2025	15th Apr 2025	20th Nov 2025	Miles Platting & Newton Heath Ward

Proposal Erection of a residential development comprising 498 dwellings (Use Class C3a) together with landscaping, sustainable drainage features, pedestrian footways, vehicular accesses and highways, parking provision and other associated works

Location Former Riverpark Trading Estate, Riverpark Road, Manchester, M40 2XR

Applicant Mr Mark Waite, Kellen Homes Limited & Great Places Housing Association

Agent Miss Ellie Philcox, Euan Kellie Property Solutions

EXECUTIVE SUMMARY

The application proposes 498 homes with apartments and dwellinghouses. There would be amenity space and boundary treatment and enhanced connectivity.

There have been two objections.

Key Issues Principle of the proposal and the schemes contribution to regeneration

The proposal would contribute to placemaking and regeneration. It is in accordance with national and local planning policies, and would deliver significant economic, social and environmental benefits.

The development of this brownfield site would deliver a key component of the Eastlands SRF (draft) and is a site identified in the SHLA as suitable for housing.

43% would be affordable; 139 would be available for social rent and 75 available for shared ownership.

Economic Construction jobs would be created.

Social 43% would be affordable; 139 for social rent and 75 for shared ownership.

Environmental This proposal would develop a brownfield site in a regeneration area. There would be BNG improvements including 278 trees. A central amenity space, including informal play, along with private gardens would be included. The homes would be sustainable and meet their energy needs through renewable technology.

Impact on local residents and businesses There would be no impact on residential amenity as the context is largely. Any impacts which do arise can be suitably mitigated.

Impact on the historic environment There are modest impacts on the historic environment and any impacts are low level and outweighed by public benefits.

A full report has been prepared for Members below.

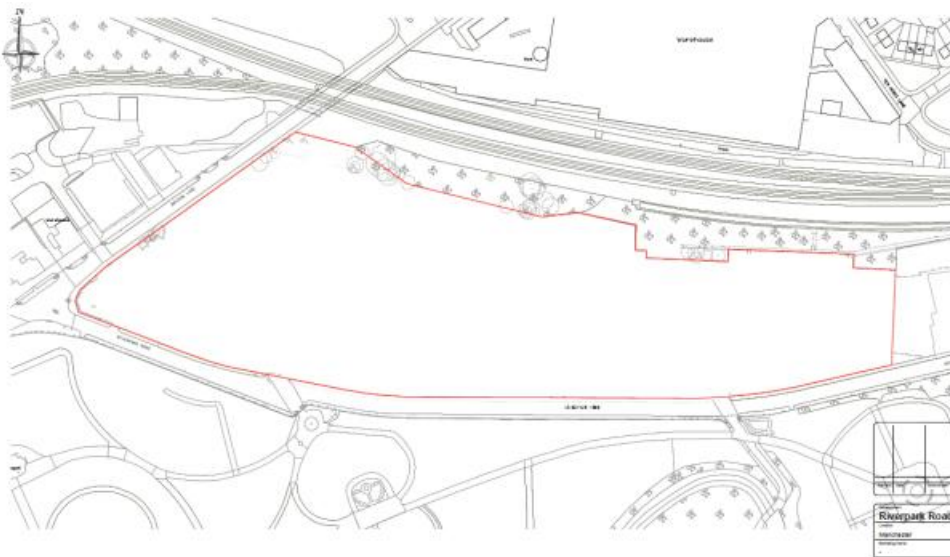
Additional Background Documents

The following documents are additional background documents to this report and can be found at the City Council website:

- Eastlands Regeneration Framework – 2019 Update (Draft); and
- Manchester Strategic Housing Land Availability (SHLA).

Description

This 7.40 ha site is bounded by Riverpark Road, the Manchester to Huddersfield railway line, Ten Acres Lane and Briscoe Lane.



Application site

The site was occupied by industrial buildings which were cleared following a Prior Approval to demolish in 2024, ref 141383. Dense vegetation remains at the north and east boundaries.

Phillips Park is to the south and includes Philips Park Cemetery, with two Grade II Registered Park and Garden ('RPG') designations covering both the cemetery and the park. A number of buildings and structures in the cemetery are Grade II listed, including the cemetery chapel and the entrance lodge; cemetery office; and gates and railings at the main entrance on Briscoe Lane. There are no listed buildings or structures at the site, and it is not located in a Conservation Area.

The surrounding area is a mixture of residential and industrial. There are residential areas to the north east, south east and west. Directly west and north of the site is an industrial character.

The area has good public transport links with bus stops on Alan Turing Way and Briscoe Lane. The nearest tram stops are the Velo Park and Etihad tram stops. Beswick Hub is to the south along Alan Turing Way which includes a new leisure centre, college and health centre. The Etihad Campus dominates the area to the south forming a major sports and leisure campus.

The Proposal

The proposal is for the erection of 5, four to six storey apartment buildings with 277 one and two bed homes and the erection of 221 two and three storey dwellinghouses comprising a mix of two, three and four bedroom homes. There would 154 (56%) car parking spaces for the apartments and in curtilage parking for each dwellinghouse. All new car parking would be fitted with an EV charging point.

Dedicated secure cycle stores for each apartment blocks would provide 276 spaces. There would be secure in curtilage cycle provision for each dwellinghouse. Private gardens would be created for each new home and there would be a central green amenity space in the centre of the site for the entire development.

Six access point would be created from Riverpark Road. There would be pedestrian and cycle improvements at the site including a 1.5m cycle lane along the northern side of Riverpark Rd, with two controlled pedestrian/cycle crossings on Riverpark Rd.

There would be 214 affordable homes (43%) with 139 for social rent and 75 for shared ownership. The homes would be delivered through Government grant obtained by the joint applicant, Great Places Housing Association.

All would be space standard compliant and meet the Part M(4)2 minimum standard for accessibility. 3% would be M(4)3 i.e. wheel chair accessible. This would include 11 apartments and 4 houses.

Some vegetation and trees would be removed. A landscaped environment would be created including a central public open space, informal play areas, seating and native and wildlife friendly planting.

Sustainable drainage would be included through rain gardens and swales.

New boundary treatment would be a combination of railings and masonry walls with access gates to the car parking areas.

The Planning Submission

This application is supported by the following information:

- Design & Access Statement;
- Noise and Vibration Assessment;
- Statement of Community Involvement;
- Economic Statement;
- Heritage Assessment and TVIA;
- Archaeological Desktop Study;
- Energy and Environmental Standards Statement;
- Ventilation Strategy;
- Phase 1 and 2 Ground Conditions Assessment and Remediation Strategy;
- Waste Management Strategy;
- Construction Management Plan;
- Air Quality Impact Assessment;
- Flood Risk Assessment and Drainage Strategy;
- Preliminary Ecological Appraisal and Bat Survey;
- Biodiversity Net Gain Metric;
- Transport Assessment and Travel Plan;
- Tree Survey / Arboricultural Survey;
- Broadband Connectivity Statement;
- Crime Impact Assessment prepared;
- Daylight, Sunlight and Overshadowing Assessment / Glint & Glare;
- Fire Statement;
- Wind Assessment;
- Local Labour Agreement;
- Affordable Housing Statement;

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

- Air Quality;
- Climate Change;
- Heritage and Townscape & Visual Impact;
- Human Health;
- Socio-Economics;
- Transport; and
- Wind

Planning History

106592/OO/2014/N1: Outline application for 340 homes with open space, highways, landscaping was not implemented and lapsed in November 2018. •

110486/JO/2015/N1: Variation of Condition 4 (height parameters) of 106592/OO/2014/N1 to change height of block one to between part 4 and part 5 storeys Approved 3 November 2016

141383/DEM/2024: Prior Approval for the demolition of existing buildings Approved 21 November 2024

Consultations

Publicity - The proposal has been advertised as a major development, an EIA development and as being of public interest. Site notices were displayed. Notification letters have been sent to local residents and businesses.

Local residents/public opinion/local businesses

Two objections have been received as follows:

- This area and traffic near Asda and during events is unsustainable. Residents rent out driveways which significantly increase traffic and pollution near properties if this is approved it should be within the terms that this is not permitted. How is traffic in the area going to be improved with this plan? Eastlands is also undergoing a massive redevelopment and the road infrastructure can not cope as it is;
- This is outrageously low density for this location. Manchester is experiencing an acute housing shortage with dangerous undersupply of housing and rapidly rising rents. To address this we have to build high density apartments and housing on sites like this. The rear of the site with low semi-detached houses is completely inappropriate for this site. This should be rejected with the applicant told to resubmit plans with at least double the number of homes;

Highway Services the proposal would not have a detrimental impact on the highway network. A servicing management strategy should be agreed along with a travel plan and construction management plan. The proposal would require changes to the highway including the pedestrian link, which should be secured by condition. There would also be a requirement to ensure the new development is covered by the Residents Parking Zone to prevent match and event day parking.

Environmental Health the homes and any plant should be acoustically insulated. The waste management plan is acceptable. The air quality report is acceptable and EV charging should be installed to the parking spaces. Further details are required in respect of the ground condition including gas monitoring.

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

Flood Risk Management details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

Neighbourhood Services (Trees) advise that they have no objection to the proposed species selections and dimensions.

Environment Agency (EA) the previous use of the site as an infilled clay pit presents a high risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this area since the site is underlain by Principal aquifer and is located adjacent to the river Medlock. Piling using penetrative methods can result in risks to potable supplies from, for example, pollution/turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. The EA are satisfied that conditions can be used to agree piling methods, that there should be no drainage infiltration and that any unexpected ground conditions are agreed.

Greater Manchester Ecology Unit (GMEU) advise that they are satisfied that the site is not of significant importance for foraging bats and no further mitigation is required. Prior to construction a precautionary working measures method statement for mammals, including badger and hedgehog should be and agreed. There should be no vegetation clearance in bird nesting season unless shown to be absent. A method statement should be agreed regarding the presence of Japanese Knotweed.

A metric has been provided that demonstrates that 10% net gain is easily exceeded. The landscaping, which includes amenity grassland, tree planting, woodland planting and shrub planting are reasonable and achievable. Some of the habitat measures proposed on site post development are significant and a 30 year management plan is therefore required along with a monitoring fee.

Greater Manchester Archaeology Advisory Service (GMAAS) any archaeological work is likely to be confined to the footprint of the former brickworks and could potentially extend to parts of the original tramway. There is also potential for isolated Roman material to be encountered due to the alignment of the Manchester to Castleshaw Roman road immediately parallel to the western boundary of the site. Further archaeological investigation is required, and should be secured by condition.

Design for Security at Greater Manchester Police a condition should require the scheme to be carried out in accordance with the Crime Impact Statement.

Network Rail a asset protection plan would need to be agreed.

Sport England objects as the proposal would generate demand for sporting provision, and this is not adequately addressed in the proposal.

The Development Plan

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

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

A number of UDP policies have been saved.

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

Places for Everyone Places for Everyone

Places for Everyone Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024. The relevant policies are as follows:

Objective 1: the proposal would provide 498 homes of which 214 would be affordable (43%). 75 dwellinghouses would be for shared ownership and 139 apartments would be social rent. The proposal is in a sustainable location and would deliver strategic development identified in the Eastlands framework.

Objective 2: the proposal would develop a brownfield site close to jobs, amenities and public transport. 1, 2, 3 and 4 bed homes would be provided which would be space standard compliant and be accessible.

Objective 3: jobs would be created during construction.

Objective 4: this proposal would develop a vacant and poor quality strategic site and create a high quality and high density homes.

Objective 5: It would reduce inequalities and improve prosperity – The site is close to employment, amenities and educational opportunities.

Objective 6: The proposal would be within walking distance of bus and tram services.

Objective 7: This low carbon proposal would o improve biodiversity.

Objective 8: Biodiversity would be improved and surface water would be managed.

Objective 9: There are amenities and services nearby.

Objective 10: Travel planning would promote public transport and local amenities.

JP-Strat14 – A Sustainable and Integrated Transport Network – This would be a high density development close to public transport. Connections around the site would be improved for pedestrians and cyclists.

JP-S1 – Sustainable Development – Contamination at this brownfield site is not complex. The homes would be energy efficient and meet high sustainable standards. ASHP would generate renewable technology. Biodiversity would be improved through landscaping. Water and recycling would be managed to support a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed Building Regulations.

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

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate air conditions. Measures would control dust and impacts from construction and earthwork activities. When the site is operational, a travel plan would promote the accessible location and promote public transport, walking and cycling. There would be cycle spaces including washing facilities.

JP-S6 – The waste hierarchy would include recycling. Waste would be minimised through the construction process.

JP-S7: Resources would be consumed during construction. The proposal would be highly efficient and low carbon.

JP-H3: The proposal would include homes in a variety of sizes. All would be M4(2) compliant with 3% would be M4(3) complaint.

JP-H4: This would be a high density development in a sustainable area.

JP-J1 – Supporting Long Term Economic Growth –Local employment would be created through construction and would be supported by a Local Benefit Proposal.

JP-G1 – Landscape Character – The tree planting and hard and soft landscaping enhance the setting of the proposal. Enhanced pedestrian and cycle links would be provided on Riverpark Road.

JP-G2 – Green Infrastructure Network – There would be tree and other planting. Biodiversity gains would be secured on site.

JP-G6 – Urban Green Space – The public realm would improve the setting to the building and the highway. Enhanced pedestrian and cycle links would be provided.

JP-G7 – Trees and Woodland – Native trees would be planted. Biodiversity and the character of the area would be improved. Trees would be planted in amenity areas.

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would improve biodiversity on site and meet the 10% gain requirement.

JP-P1 – Sustainable Places –Public realm and landscaping would enhance the setting of the buildings and improve the character of the area, particularly on Riverpark Road opposite the listed park. The buildings would be energy efficient and meet current standards. Water would be managed in line with sustainability principles. The proposal and the public realm would be legible and accessible.

JP-P5 – Education, skills and knowledge – A social value strategy would promote access to employment for local residents during construction and when the building

is operational. The applicant would work with the Council's works and skills team to ensure that local residents have access to jobs.

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

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

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. Secure cycle spaces would be created. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C3 – Public Transport – The site is close to accessible forms of public transport and the pedestrian environment and walking and cycling routes would be improved.

JP-C4 – The Strategic Road Network – Modelling has demonstrated that the proposal would not result in any undue harm to the capacity of the highway network. There would be on site parking. Residents would be able to access transport links in the area as well improved pedestrian and cycle provision. The local highway would be improved to make access and egress safe for vehicles and pedestrians. Construction impacts would be carefully managed.

JP-C5 – Streets for All – The public realm would be accessible.

JP-C6 – Walking and Cycling – linkages around the site would be improved including the creation of pedestrian and cycle improvements.

JP-C8 – Transport requirements of new developments –The pedestrian and cycle environment would be improved. There would be safe and convenient access to public transport. A cycle stores would be created.

JP-D2 – Developer Contributions – A legal agreement would secure a monitoring arrangement for on site biodiversity with a mechanism for affordable housing.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles –The proposal would deliver high quality homes, including affordable homes, in a sustainable location in a strategic regeneration area.

SO2. Economy – New homes, including affordable homes, in this sustainable location would support economic growth and job creation. The construction would create jobs.

S06. Environment – The proposal would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and cycle provision.

Policy SP1 ‘Spatial Principles – The proposal and public realm would improve visual amenity and contribute positively to the street scene and enhance the area.

Policy T1 ‘Sustainable Transport’ – There is access to public transport including tram and bus routes. The site is close to city centre amenities.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

Policy H1 ‘Overall Housing Provision’ – This is a high-density development on a previously developed site in a sustainable location. 1, 2, 3 and 4 bed homes are proposed. Amenity spaces, cycle and waste management would ensure this is a sustainable development.

Policy H2 ‘Strategic Housing Location’ – The proposal would develop a brownfield site in east Manchester and deliver good quality accommodation in a sustainable area. The fabric would be efficient with sustainable features and drainage.

Policy H4 ‘East Manchester’ – 498 new homes of which 214 would be affordable (43%) are proposed. The majority would be for families.

Policy H8 ‘Affordable Housing’ – The proposal would provide 214 total affordable homes (43%). 139 would be social rent whilst 75 would be shared ownership basis. The affordable homes would be delivered through Government grant. The applicant viability has been independently tested which has determined that the scheme would not be viable if the 20% provision was to be delivered without grant.

Policy EN1 ‘Design principles and strategic character areas’ - This scheme would enhance the regeneration of the area.

Policy EN3 ‘Heritage’ - the site is opposite a designated listed park which includes listed buildings. The design would respond sensitively to this context to minimise any harm. This would provide an active and much improved setting to the park.

EN4 ‘Reducing CO2 emissions by enabling low and zero carbon development’ – The fabric would be energy efficient and minimise energy demands. A travel plan and cycle provision are proposed.

Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure The proposal has a robust energy strategy.

Policy EN6 ‘Target framework for CO 2 reductions from low or zero carbon energy supplies’ - The buildings functions would reduce energy demands. The building fabric would be high quality and energy costs should remain low.

Policy EN9 'Green Infrastructure' –The soft landscaping and trees would enhance biodiversity and improve green infrastructure.

Policy EN11 (Quantity of Open Space, Sport and Recreation) –External amenity areas would be created along with the private gardens. This would include areas for informal play and recreation.

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

Policy EN15, 'Biodiversity and Geological Conservation' – The site has low potential for bats and the impact on birds can be mitigated. Biodiversity would be improved.

Policy EN16 'Air Quality' Construction activities would be controlled to minimise impact on air quality. All spaces would be fitted with an EV charging point.

Policy EN17 'Water Quality' - Surface water runoff would be minimised. Historic uses means that below ground contamination could impact on ground water and remediation measures are required to minimise this risk.

Policy EN18, 'Contaminated Land' – Ground conditions can be addressed. The former use of the site requires extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

EN19 'Waste' – The waste management strategy includes recycling.

Policy DM1 'Development Management' - Careful consideration has been given to the buildings' design, scale and layout and any impacts on residential amenity from loss of privacy and daylight and sunlight.

PA1 'Developer Contributions' states that where needs arise because of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure a monitoring fee for the biodiversity.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy. The

Unitary Development Plan for the City of Manchester (1995)

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

Saved Policy DC7 'New Housing Developments' – This would be a high quality accessible development.

Saved policy DC20 Archaeology further on site investigations are required.

Saved Policy DC19 'Listed Buildings' – the site is opposite a listed park which includes listed buildings. The design would respond sensitively to this context to minimise harm. This would provide an active and much improved setting to the park.

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

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

Other material policy considerations

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

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

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

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

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

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

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

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

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

The proposal would form a large and prominent building in an area where change is expected to take place as part of the delivery of the a key strategic site in the Eastland SRF.

High quality materials would be used both for the building and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

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

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

This would be a high density development and would mark one of the first major schemes to come forward as part of the delivery of the Grey Mare Lane masterplan.

The homes provided which would be space standard complaint and accessible. Car parking would be incorporated into a landscaped site. Biodiversity improvements would be provided on and off site.

Manchester Green and Blue Infrastructure Strategy 2015

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

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

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

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

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

Trees would be retained and on site green infrastructure would be enhanced.

Eastlands Regeneration Framework – 2019 Update (Draft)

The Eastlands Regeneration Framework (ERF) was originally endorsed by the City Council in 2011 and helped to guide development activities in East Manchester. The document was revised in 2017 and a further draft for consultation document was published in 2019.

The key aim of the documents has sought to outline the environmental, social, design and economic objectives for the regeneration of East Manchester as part of implementing the planning policies within the Core Strategy.

The ERF is not a planning policy document, has not been adopted and therefore carries little, if any, weight as a material consideration in determining this planning application.

However, it contains useful information in understanding how the area has changed together with current thinking and aspirations for the future of East Manchester as

part of supporting economic growth, particularly at the Etihad Campus and its environs, in order to create a globally competitive sport, leisure and recreational destination for the city over the next decade and beyond.

The 2019 draft ERF was presented to the Council's Executive Committee in March 2019 for consultation. Whilst consultation took place in July 2019, with the Executive resolving to adopt the document subject to certain matters being addressed, the document has not, however, been adopted by the City Council and has no status as policy therefore.

Nevertheless, the 2019 draft ERF provides some key principles for consideration. In particular, the draft outlines the next phases of development activity including identifying the Riverpark Road site as a strategic development opportunity to bring forward the site for housing.

As detailed above, on the basis the ERF update has not been adopted, it carries little, if any, weight as a material consideration in the determination of this planning application.

National Planning Policy Framework (2024)

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

Section 5 'To support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area's identified housing need, including with an appropriate mix of housing types for the local community. (paragraph 61).

Paragraph 66 states where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.

This proposal would redevelop a brownfield site in a key regeneration area for 489 new homes. There would be 214 affordable homes (43%) would be created at the. 139 homes would be available for social rent and 75 available for shared ownership. The homes would be delivered through Government granted obtained by the joint applicant, Great Places Housing Association. The viability has been tested.

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

The proposal would be safe and secure. Cycle parking is provided. Green infrastructure would be provided alongside a new communal garden area.

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

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

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

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

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

The site is well connected to bus and trams which would encourage sustainable travel. There would be car parking for this development. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval. There would be improvements to the public

realm around the site to aid movements alongside a wider package of highway improvements.

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

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

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

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The residential would be created on a site identified to for this purpose. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

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

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks;

and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

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

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

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. Street trees would be planted.

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

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

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

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site

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

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

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

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

Paragraph 198 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity.

There are not considered to be any noise or lighting implications associated with the operation of the development.

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

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

Paragraph 200 states that decisions should ensure that new development can be integrated effectively with existing businesses and community facilities (such as places of worship, pubs, music venues and sports clubs).

Existing businesses and facilities should not have unreasonable restrictions placed on them as a result of development permitted after they were established. Where the

operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use) in its vicinity, the applicant (or 'agent of change') should be required to provide suitable mitigation before the development has been completed.

It is noted that the development is located in a largely commercial area. The agent of change principles are acknowledged and subject to further noise testing, it is considered that an appropriate acoustic scheme can be put in place to protect future occupants of the development.

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

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

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

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

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

The proposal would result in a low level of less than substantial harm to the heritage assets and this would be outweighed by public benefits. This is considered in detail in the report.

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

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

Planning Policy Guidance (PPG)

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

Examples of mitigation include:

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

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

A travel plan would encourage sustainable travel. Trams and bus serves are nearby. Cycle and pedestrian links would be enhanced.

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

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

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

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

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

The plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

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 siting, scale and appearance of the building would result in a prominent building, at the junction of Riverpark Road and Briscoe Lane. The materials and architecture would reflect its position.

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

A new communal garden would be created along with on site cycle provision.

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

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;

- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes.

Other legislative requirements

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

Principle of the proposal and the schemes contribution to regeneration

Manchester is one of the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required each year and the proposal would contribute towards this. Providing the right quality and diversity of housing is critical to maintaining growth and success.

This is a brownfield site in a prominent location and is identified as a strategic residential site in the draft Eastlands Framework. It has also been identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which has the capacity to come forward for housing.

The provision of homes is acceptable as part of providing high density housing in this part of East Manchester which is also in the Regional Centre. (Policies EC3, H1 and H4 of the Core Strategy).

489 homes would be provided which would be consistent with the City's space standards and accessibility requirements. 43% of the homes would be affordable delivered through Government Grant by the joint applicant, Great Places.

This proposal would transform a previously developed, brownfield site in a sustainable and well-connected location. It would provide enhanced links to improve connections to the wider area through an enhanced pedestrian and cycle environment. It would complement and integrate with the character of wider area and respond to its prominent corner position. This is considered in detail elsewhere in this report.

The proposal would deliver significant economic and social benefits including construction jobs and jobs in the supply chains. A local labour agreement would enable the full employment benefits to be captured.

The socioeconomic benefit associated with the proposal are significant and the regeneration would support economic and population growth, create jobs and increase local spending.

The proposal would be consistent with the regeneration framework and complement and build on the City Council's regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, H2, H4, SP1, EN1 and DM1. As such, it is necessary to consider the potential impact of the proposal.

Affordable Housing

Paragraph 58 of NPPF states that decision-makers should not normally consider viability where a proposal complies with relevant development policies as they are assumed to be viable. However, where deliverability may be compromised by the scale of planning obligations, other costs and material planning considerations, a viability assessment may be necessary. The weight given to a viability assessment is a matter for the decision maker, 'having regard to all the circumstances in the case, including whether the plan and the viability evidence underpinning it is up to date, and any change in site circumstances since the plan was brought into force. All viability assessments should reflect the recommended approach in national planning guidance, including standardised inputs.

Core Strategy Policy PA1 'Developer Contributions' states that where needs arise, as a result of development, the Council will seek to secure planning obligations. It outlines the range of provisions that such obligations may require and advises that this should be assessed on a site by site basis. Affordable housing is identified as a relevant planning obligation. The nature and scale of any planning obligations should relate to the form of development and its potential impact upon the surrounding area and stipulates that where appropriate, any provision should be provided on site. Where this is not possible, a commuted sum payment is likely to be sought. In determining the nature and scale of a planning obligation, specific site conditions and other material considerations including viability, redevelopment of previously developed land or mitigation of contamination may be taken into account.

Core Strategy policy H8 'Affordable Housing' is also relevant. Development should contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

Policy H8 goes on to state that an applicant may seek an exemption from providing affordable housing, or provide a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented

housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8. This includes:

- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability.

Regard must also be had to part 2 of policy H8, which states: "... where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment."

Whilst not specifically required by H8, should the LPA concur with the outcome of a viability assessment, and in order to take account of any change in circumstances, a legal agreement could include an affordable housing review mechanism to test and capture any change in circumstances that could result in the scheme being able to support an affordable housing contribution at an agreed future date.

A viability assessment has been made publicly available through the Councils Public Access system. An independent review on behalf of the City Council has concluded that the scheme cannot make an upfront contribution to affordable housing.

The review estimates the Gross Development Value (GDV) would be c£127,166,500, with development costs of c£129,394,958 and Benchmark Land Value (BLV) of £13,419,580. A target profit level of 16.20% on GDV% on costs is with an expected range for a project of this scale. On this basis the proposal would not support affordable housing.

Nevertheless, the proposal remains compliant with policy H8 as the viability assessment concludes the scheme would not be deliverable if a contribution was provided. This would ensure that the scheme could be delivered to the quality proposed. An affordable housing review should be undertaken through a later stage to assess whether economic and market conditions have changed to allow an affordable housing contribution to be made.

This would determine if a full or partial affordable housing contribution could be sought without rendering the scheme unviable. The review would take place when a significant proportion of the homes have been delivered, when actual costs and values are known and comply with the requirements of H8. This would also comply with the requirements of policy EN2 which require proposals for tall buildings to be both viable and deliverable.

Notwithstanding the above, and the basis that the scheme would not be viable if a full or partial contribution was sought, the applicants also include Great Places who are a registered provider. They are eligible to secure Government Grant for this scheme which would allow for the delivery of 43% affordable homes. This equates to 214 affordable homes with 139 homes for social rent and 75 shared ownership.

Accommodation mix

Policies SP1, H1, H2 and H4 seek to prioritise family housing and other high value, high quality development where this can be sustained within East Manchester.

The Council's housing need assessment also recommends that a broad mix of affordable dwelling sizes is required as part of new development (20% 1-bed, 39% 2-bed, 33% 3-bed and 8% 4+ bed).

In new developments, the total number of one bed homes should not exceed 33% in order to achieve a more sustainable and stable population.

277 apartments are proposed which includes:

- 130 1 bed (53%);
- 147 2 bed (47%)

221 dwellinghouse are proposed which includes:

- 67 2 bed houses (30%);
- 127 3 bed houses (52%) and
- 27 4 bed houses (12%)

The one bed apartments would equate to 26% of the total number of homes proposed. The predominant house type would be two and three bedroom which would equate to over 55%.

The proposal would provide an appropriate mix of new homes at the site in order to create sustainable community as required by policies H1, H2 and H4.

Climate change, sustainability and energy efficiency

This is a low carbon proposal in a highly sustainable location with excellent access to public transport. The construction process would incorporate sustainability principles to minimise and recycle waste, ensure efficient vehicle movements and sourcing and use of materials.

The fabric would be high performance and energy efficient. Renewable technology would be used to heat homes and generate energy. Air source heat pumps would be provided to heat the open market sales houses.

There would be smart electric cylinders and integrated heat pump cylinder for the hot water for the apartments and affordable houses.

Electric panel heaters would provide space heating in the apartments. There would be roof mounted PV for the houses and to the roofs of the apartment buildings.

All the parking spaces would be fitted with an EV charging point. A travel plan would encourage residents to use public transport and reduce vehicle trips. There would be 100% cycling provision.

The proposal would be adapted to climate change, using and remediating a brownfield site, providing green infrastructure including landscaping, trees and an efficient drainage system to minimise the effects of surface water, including permeable paving (in line with JP-S1 of Places for Everyone).

Layout, scale and appearance

The proposal would deliver strategic objectives and provide place making in terms of its siting, scale, appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

The built form would take advantage of its prominent corner plot. Five apartment buildings of between four to six storeys would provide a focal point.

Car parking would be arranged centrally to minimise its visual impact. Boundary treatment would enclose this part of the site, with walls with railings.



Site layout

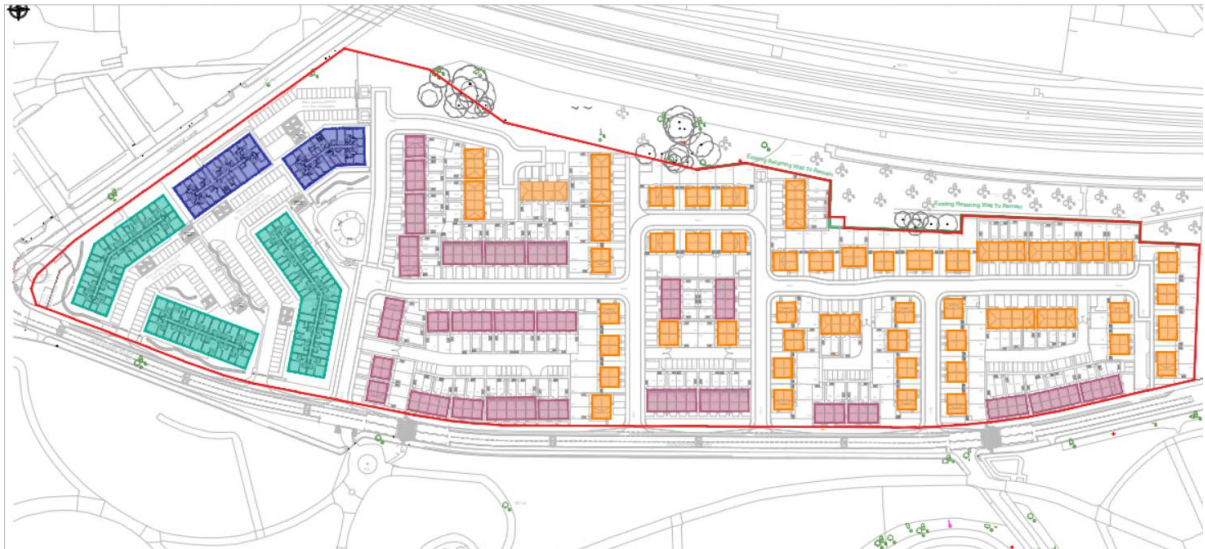
A central space would provide amenity space for the entire development which could be used for informal play and recreation.

Four access points would be created on Riverpark Road. The houses would be formed around a central spine road. All new homes would front a main highway with dwellings fronting Riverpark Road to provide an enhanced frontage to the park.

Car parking would predominately be provided to the front of houses. Four car parking courts are proposed where parking would be secure to the rear of homes via a gate and reflects the high density layout proposed. The visual impact of the frontage parking has been reduced through the incorporation of masonry walls, railings and soft landscaping.

The layout maximises the opportunities to create a legible and permeable development where street frontages are activated. Building heights vary. The surrounding area is relatively low rise with industrial buildings to the north and the open park to the south. The railway line provides a buffer to residential areas to the north so are not readily seen in the same context.

The proposal therefore provides an opportunity to increase scale and density at the site without compromising amenity. The apartment buildings at the junction with Riverpark Road and Briscoe Lane are a mixture of 4 (green) and six (blue) storeys. This would allow a degree of presence to be created without feeling over dominant. The six storey is positioned towards the railway line.



Building heights (green – 4 storey; blue – 6 storey; pink – 3 storey; and orange – 2 storey)

The houses are more modest in scale ranging from 3 storeys opposite the apartment buildings and Riverpark Road, to provide a degree of presence, with the remainder being 2 storey.



Three storey dwellinghouses to Riverpark Road

These heights would be acceptable and would provide suitable variation without feeling overly dominant or out of context.

The appearance of the homes is simple. A common red and buff brick is used to provide commonality between the different elements. Deep window reveals and brick soffits would provide a degree of quality, along with slim frame flush frame windows. Solider coursing to the apartments would provide further interest.



Example for the red and buff brick

The entrances to the apartment building require refinement and a condition is included to ensure further details are agreed.

The materials for the boundary walls are consistent with the main face of the dwellings and apartments to provide a consistent finish.



Typical street scene with boundary walls

Ventilation would be required through the façade and this would be formed through a brick air vent as shown below and would form part of the conditions of the approval.



Brick air vent

The siting, scale and appearance meets the required standard of design. It responds to the corner plot and provides a new gateway into Riverpark Road. Whilst this would be a large development, the scale and massing is appropriate and would provide variety and interest.

Brick detailing would provide some interest to the façade. Final materials would be agreed by planning condition to ensure that the appearance is delivered to the standard outlined above.

Impact on the historic environment and townscape assessment

The application site is not in a conservation area and does not contain any listed buildings. The following designated assets are close to the site: Philips Park Cemetery (Grade II RPG); Philips Park Cemetery (Grade II RPG); Cemetery Chapel at Philips Park Cemetery (Grade II); Cemetery Office at Philips Park Cemetery (Grade II); Gates and Railings to Main Entrance of Philips Park Cemetery (Grade II); and Entrance Lodge to Main Entrance of Philips Park Cemetery.

Legislation and planning policy seek to preserve or enhance the character, appearance, and historic interest which heritage assets possess. Sections 16 and 66 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings.

A heritage and townscape assessment has considered the impact of the proposal on the historic and townscape environment as required by the NPPF. The significance of the listed buildings are as follows:

Philips Park (Grade II) is a registered park and garden. Its significance is derived from being one of the first municipal public parks in Manchester. Many of its original

features remain including the serpentine paths and the amphitheatre (tulip valley) although the bandstand, the glasshouses and two of the ponds are no longer in place. The setting of the park has evolved over time. Given the inward nature of its design, its wider setting makes a minimal contribution to its significance. Notwithstanding this, there are points where the park is close to the site. The current vacant nature of the site has a neutral contribution to the setting of the park.

Philips Park Cemetery (Grade II) is a registered park and garden. Its significance derives from being the first municipal cemetery in Manchester. As with Philips Park, the area around it has changed over the years. However, the mature setting of trees and boundary walls, minimises the impact of the wider urban setting on the cemetery area and the current vacant status of the site has a neutral impact on the cemetery.

Cemetery Chapel at Philips Park Cemetery (Grade II) is constructed from squared sandstone rubble with (now collapsed) steeply pitched slate roof and southeast tower with spire. The Chapel was designed in a decorated style, reflected in its pointed moulded and shafted entrance in the south-western porch, geometrical tracery, and stone buttresses. The tower is constructed from pink stone and there is patterned blue and grey slate-cladding to the spire.

Cemetery Office at Philips Park Cemetery (Grade II) The Office was constructed from coursed squared sandstone rubble, with a steeply pitched slate roof. Irregular in plan and arranged over two storeys with a central tower, it was designed in an Eclectic Gothic style.

Gates and Railings to Main Entrance of Philips Park Cemetery (Grade II) The Gates and Railings are constructed from sandstone and wrought iron

Entrance Lodge to Main Entrance of Philips Park Cemetery (Grade II) the significance of the Lodge principally relates to its connection to Philips Park Cemetery along with being of architectural merit. The lodges position on the junction of Alan Turing Way and Briscoe Lane results in the setting of the building being seen in the same context as the heavily trafficked Alan Turing Way, the buildings at the Etihad Stadium and the application site. The relevant distances of these features allows the listed building to remain fully legible in the street scene with only marginal impact on its overall setting.

The historic and townscape impacts have been evaluated through 11 viewpoints as follows:

- View 1 – south-west at the intersection of Briscoe Lane and Riverpark Road.
- View 2 – within the southern entrance to Philips Park.
- View 3 – just in the principal south-western entrance to Philips Park Cemetery.
- View 4 – on one of the primary east-west pedestrian routes through Philips Park Cemetery
- View 5 – at the eastern termination point of Riverpark Road as it meets Bank Bridge Road.
- View 6 – Rosebank Road, looking towards the site.
- View 7 – on the open playing fields in the southern part of Philips Park.
- View 8 – Ten Acres Lane, looking south towards the site.

- View 9 – Clayton Road, looking north-west towards the site
- View10 is located on Briscoe Lane, looking south-west towards the site; and
- View11 is located on Hulme Hall Lane, looking south-east towards the site



Viewpoint locations

View 1 looks towards the south-western corner of the site as the junction of Briscoe Lane and Riverpark Road. The townscape is characterised by a high degree of visual clutter in the form of street furniture including streetlamps, signage, traffic management equipment and varying boundary treatments. The view is open in character owing to the low scale of visible buildings following demolition of the buildings at the site earlier this year.

Philips Park Cemetery (Grade II RPG) to the south and west, the northern boundary of which is seen obliquely from Briscoe Lane. The overarching character is informed by light industrial units and roads. The site has no clear identity and lacks any kind of architectural definition to either Riverpark Road or Briscoe Lane and has low townscape value and therefore able to accommodate change.

Existing



Proposed



View 1 – south-west of the Site at the intersection of Briscoe Lane and Riverpark Road (existing left; proposed right)

The proposal changes the experience at the junction from a vacant underutilised site to residential use. The prominent apartment buildings are visible stepping up to 6 storeys on Briscoe Lane. The scale and massing feels comfortable. The activation of Riverpark Road is legible and would encourage pedestrian movement along this street and an active boundary to Philips Park Cemetery.

View 2 is in the southern entrance to Philips Park (Grade II RPG), looking across a children's play area. A network of pedestrian routes cross the landscape and provide alternative routes for park users. The view has medium to high townscape value.

Existing



Proposed



View 2 – within the southern entrance to Philips Park (existing left; proposed right)

The proposal would sit in the background of the view, mainly screened by trees.

View 3 is just in the principal, south-western entrance to Philips Park Cemetery (Grade II RPG). It highlights the northern elevation of the Cemetery Office (Grade II) to the north having just passed through the Gates and Railings, adjacent to the Entrance Lodge (both Grade II) at the entrance, and which contribute to the sense of arrival into the Cemetery. The view has an open, leafy character; the eye is drawn to the spire of the Cemetery Chapel (Grade II) above the treeline. The use and identity of the Cemetery remains clearly legible despite changes in use to the entrance buildings, with numerous burial sites defining the background of the view. The view medium to high townscape value.

Existing



Proposed



View 3 – located just within the principal, south-western entrance to Philips Park Cemetery (existing left; proposed right)

The proposal would sit in the background of the view, mainly screened by the trees.

View 4 is on one of the primary east-west pedestrian routes through Philips Park Cemetery (Grade II RPG), close to the entrance into the landscape from Riverpark Road at Bank Street. It is defined by the northern perimeter coursed stone Cemetery wall. Burial plots and trees in the middle and background follow this alignment, and there is a pedestrian desire line leading west. Beyond the Cemetery wall is the former buildings at the application site. In the background, the tower and spire of the Cemetery Chapel is perceived through the tree canopy. There is a medium townscape value to this view due to the heritage environment.

Existing



Proposed



View 4 – located on one of the primary east-west pedestrian routes through Philips Park Cemetery (existing left; proposed right)

The proposal would clearly be evident above the cemetery boundary wall and would form a new edge and create a degree of enclosure. The scale is perceptible above the wall but it would not feel over dominant having a similar impact to the previous building. Nevertheless, this is a sensitive view, experienced by Cemetery users.

View 5 is where Riverpark Road meets Bank Bridge Road. The foreground is taken up with the road junction, but Riverpark Road is defined in the middle-ground by trees which channel a focus towards the site, which is poorly defined and indistinct in

character. The view allows an appreciation of the topography as it steps up to the north towards the railway line.

Existing



Proposed



View 5 – is located at the eastern termination point of Riverpark Road as it meets Bank Bridge Road (existing left; proposed right)

The low scale and fine grain in the eastern portion of the site, integrates comfortably into the view. The residential character of the scheme is not particularly legible at this distance but will become more apparent the closer you get to Riverpark Road.

View 6 is on Rosebank Road, and the site is not visible due to interposing built form and topography. The view has a clearly residential character.

Existing



Proposed



View 6 – Rosebank Road, looking south-west towards the site (existing left; proposed right)

The proposal would be obscured by built form and have no impact.

View 7 is on the open playing fields in the southern part of Philips Park RPG (Grade II) and has an open, expansive quality. Mature trees provide a visual buffer that screens anything beyond the park

Existing



Proposed



View 7 – located on the open playing fields in the southern part of Philips Park (existing left; proposed right)

The proposal would sit in the background and would be obscured by trees.

View 8 is on Ten Acres Lane, looking across a brownfield Site enclosed by low quality fencing. .

Existing



Proposed



View 8 – Ten Acres Lane, looking south towards the site (existing left; proposed right)

The proposal would sit in the background of the view screened by trees.

View 6 is on Clayton Road, and the site is not visible due to interposing built form and topography. The view has a clearly residential character, comprising fine grain, brick-built properties.

Existing



Proposed



View 9 – Clayton Road, looking north-west towards the site (existing left; proposed right)

The proposal is obscured by built form.

View 10 is on Briscoe Lane and the site is not visible due to interposing built form and topography.

Existing



Proposed



Viewpoint 10 is located on Briscoe Lane, looking south-west towards the site (existing left; proposed right)

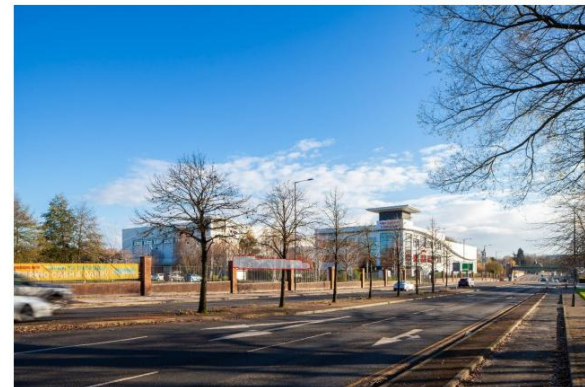
The proposal is obscured by built form.

Viewpoint 11 is on Hulme Hall Lane and the site is not visible due to interposing built form and topography.

Existing



Proposed



Viewpoint 11 is located on Hulme Hall Lane, looking south-east towards the site (existing left; proposed right)

The proposal is obscured by built form.

This major proposal would be seen in the same context of a number of heritage assets. In the majority of instances, it would either not be seen or would have a minor impact on a view and heritage assets would remain legible and understood. Any low level of harm would be less than substantial and not materially alter the significance of the asset.

The public benefits are derived from the regeneration of this brownfield site and delivery of much needed homes, with 43% affordable. The homes would be sustainable and accessible and with new place making would deliver a positive development within this heritage environment.

Impact on Archaeology

Archaeological investigations are required to investigate potential findings in respect of the former brickworks and parts of the original tramway. There is also potential for isolated Roman material to be present due to the alignment of the Manchester to Castleshaw Roman road, parallel to the western site boundary. Further archaeological investigation should be secured by planning condition.

GMAAS have recommended a planning condition to ensure investigations are carried out. These should be secured by planning condition as required by policies EN3 of the Core Strategy and saved policy DC20 of the UDP.

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

A central amenity space would be created near the apartments off the first main access road. This would provide areas for informal play and recreation including seating. It would also include the swale for the sustainable drainage system.



Central amenity space

Each house would have a private garden for outdoor recreation including play, drying of clothes and garden enjoyment.

278 native trees would be planted. The pedestrian environment would be improved including 2 metre wide footpaths throughout, and footway and cycle improvements along Riverpark Road.

Open Space and Sports Provision

Paragraph 103 of Section 8 of the NPPF states that new developments should provide access to a network of high quality open spaces and opportunities for sport and physical activity which is cited as having an important impact on health and well being of communities as well as helping to address climate change.

The Core Strategy reflects the need to provide suitable sports and recreation facilities where opportunities arise in policy EN11. This policy requires that where there is significant levels of development, open space, sport and recreation should be provided including making such spaces accessible for disabled people, pedestrians and cyclists both across and between sites and to enhance biodiversity.

Sport England have raised an objection to the application on the grounds of the conflict with section 8 of the NPPF.

This is an area where significant levels of housing is proposed to meet population growth. This growth needs to be supported by infrastructure including improved access to green spaces, pedestrian and cycle links and sporting facilities.

Significant improvements would be made as part of this application to support new green infrastructure, active travel and informal play. There would be play and amenity elements such as stepping logs, pump tracks to picnic tables support opportunities for physical and social activities outside.

Furniture suitable for all ages and abilities. Small spaces could support 'play on the way' features to link the streets with the park.

Impact on Ecology

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to local ecology. GMEU agree with its findings. The proposal could impact on birds and mammals and management conditions are necessary. Vegetation should not be removed in bird nesting season and management plans should be put in place to deal with Japanese knotweed.

Impact on Trees

There are 4 groups and 28 individual trees on site that are concentrated on the railway embankment. The trees are a combination of category B and C.

The majority of trees in the site are the non-native "railway poplar", a cultivar of hybrid black poplar, which is commonly found along railways. Additionally, there are silver birch and hawthorn which are commonly used in landscaping as low maintenance species.

3 individual trees, 66 sqm of group 1, 202 sqm of group 2 and 117m2 of group 4 (385 sqm total for all groups) would be removed to facilitate the proposal. Some canopy reduction and lifting works would be required on 7 retained trees to facilitate construction of roads, pavements and parking areas.

The tree removal is concentrated in the northwestern corner where it would have a low effect on the canopy cover along Briscoe Lane and the railway bridge.

Policy EN9 states that new development should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer should demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

As many of the mature trees as possible have been retained. Not all could be retained if the site is to be developed in a way which would deliver the regeneration objectives. The proposal would deliver significant regeneration benefits. 278 trees would be planted to mitigate those lost. This would bring biodiversity benefits which are considered in this report. This would satisfy policy EN9 of the Core Strategy.

Impact on Biodiversity

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

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

The site is primarily hardstanding, modified grassland and urban trees, with some small, developing areas of scrub. There are currently 1.72 habitat units at the site and this would 6.42 habitat units (and 1.16 hedgerow units) once the proposal is complete. This equate to a 272% increase.

The landscaping would meet the total number of habitat units required to meet the 10% net gain. This should be maintained, managed and monitored for 30 years. A legal agreement is required to secure a fee for monitoring the on site biodiversity improvements which are significant.

(a) Effects on the Local Environment/ Amenity

Sunlight, daylight and overlooking

The properties surrounding the site are all commercial therefore there is no requirement to assess the impact on their amenity within the BRE guidelines

The nearest residential properties are sufficient distance to not be affected.

The closest amenity area, Philips Park, is located to the south of the site. As the development is located to the north of Philips Park, it will not obstruct sunlight.

All the houses and apartment have appropriate privacy distances. There are no instances of overlooking to existing properties given there are no immediate developments to the site.

(b) TV reception

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

(c) Air Quality

An air quality assessment has considered air quality impacts during construction and when the development is complete/occupied, and whether mitigation is required. The

construction phase assesses effects of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the air quality impacts when the proposal is complete/occupied has focused on the predicted impact of changes in ambient nitrogen dioxide (NO₂) and particulate matter with an aerodynamic diameter of less than 10 µm (PM₁₀) and less than 2.5 µm (PM_{2.5}) at key local receptor locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

A part of the site is in the Greater Manchester Air Quality Management Area (AQMA), where air quality conditions are known to be poor from emissions from the road network, along Alan Turing Way and Ashton New Road. The remainder of the site is outside of the AQMA but close to it.

The air quality assessment has considered the impact of the proposal on the AQMA. Sensitive receptors including residential properties are predicted to experience significant changes in traffic flow. No ecological receptors were identified at the site.

The main emissions during construction are from dust and particulate matter from earthworks, particularly during dry months, from construction materials and/or vehicle emissions for construction waggon. The construction activities are likely to give rise to short term but predictable impacts on dust and particulate matter concentrations on the surrounding area. The likely source of this is vehicle emissions, dirt on the highway, demolition and wind effects on stockpiling of material.

Good on site practices would mitigate dust and air quality impacts and ensure they do not have a significant on nearby residents and local air quality. This should remain in place for the duration of the construction period and should be a condition of the planning approval.

Demolition has already taken place.

The impact on air quality when the proposal is occupied is likely to be from vehicle emissions and the impact on nitrogen oxide and particulate matter. The impact of vehicle emissions and the effects of changes in traffic flow in relation to nitrogen oxide and particulate matter would be negligible. Exceedances of nitrogen oxide and particulate matter are not predicted on site or on the AQMA. The proposal would support sustainable travel.

All parking spaces would be fitted with an EV charging point and 100% cycle spaces are proposed. A travel plan would promote sustainable travel and the use of nearby walking and cycling routes and the proximity to the city centre. A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants. The homes would be an all electric system.

Environmental Health concur with the conclusions and recommendations of the air quality report. The mitigation measures would be secured by condition and the

proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraphs 110 and 199 of the NPPF in that the proposal would have no detrimental impact on existing air quality conditions.

(d) Wind Environment

A Wind Microclimate Assessment has been undertaken. Computational modelling (CFD) was used to predict the strength of wind speeds that will occur following the introduction of the proposed development.

The Assessment concluded that in line with MCC Core Strategy DM1, following the introduction of the proposal wind conditions would remain safe for all pedestrians and comfortable for intended uses in and around the site.

Noise and vibration

The main noise sources would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the adjacent sporting campus.

Noise from construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic hoarding, equipment silencers and regular communication with businesses and residents if necessary. This should be secured by a condition.

The main source of noise to the homes would be from traffic on nearby roads and nearby industrial uses. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the homes are acceptable. This would be subject to verification prior to occupation.

In line with the Agent of Change principles, it is essential that any noise emanating from the adjacent industrial uses can be suitably mitigated against. This includes ensuring a suitable mechanical ventilation system and noise mitigation measures. These will be secured by planning condition.

Provided that construction activities are carefully controlled, and the plant equipment and residential and commercial accommodation 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

Each house would be fitted with the four required refuse bins to encourage recycling. Dedicated waste store for the apartments would allow residents to recycle waste. There would be recycling space in the apartments before it is taken to the store.

The refuse arrangements are acceptable in principle to Environmental Health in order to satisfy policies EN19 and DM1 subject to further details which would be secured by condition.

Accessibility

All entrances would be level. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm.

All homes would comply with the City Council's space standards as well as the requirements in PfE that all new homes should meet a minimum of M4(2): 'accessible and adaptable dwellings'. 3% of the homes (2 dwellings and 11 apartments) would also meet M4 (3) which would be wheel chair accessible.

5% accessible parking is provided to the apartments with in curtilage parking for each dwelling.

Flood Risk/surface drainage

The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the Council's flood risk management team and further details are required to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions. The strategy includes swales and rain gardens to promote sustainable drainage principles. A verification and monitoring condition should be imposed.

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

All sustainable transport modes are nearby. Transport modelling has demonstrated that the proposal would not adversely affect the local highway network subject to signalised junction upgrades which the development would fund. This would include a SCOOT (the traffic control system) revalidation and CCTV cameras. The junctions are: Briscoe Lane / Hulme Hall Lane; Ten Acres Lane / Briscoe Lane; Alan Turing Way / Gibbon Street; Alan Turing Way/Ashton New Road.

The internal access road would be built to adoptable standards. There would be a requirement to review the traffic regulation orders in the vicinity to ensure they are still relevant and necessary or require upgrading given the previous use of the site.

Access points would be created off Riverpark Road. Footpaths associated with previous access points should be reinstated. Tactile paving and traffic regulation orders should be introduced at the new access points.

The site is in the Etihad Campus Residents Parking Zone. The proposal would fund TROs in the site for this purpose.

100% parking is proposed for dwellings. 154 parking spaces are proposed for the apartments - provision of 56%. All would be fitted with an EV charging point. The

level of parking for the proposed apartments is acceptable in this highly sustainable location given the proximity of public transport.

A 1.5m cycle lane would be created along the northern side of Riverpark Road and 2 controlled pedestrian and cycle crossing are proposed on Riverpark Road. The footway and carriageway would be improved on Riverpark Road, faded road-markings would be refreshed and footways widened where width falls below 2m. Traffic calming measures would reinforce the 20mph speed limit along Riverpark Road and a review of street lighting. The junctions of Riverpark Road with Briscoe Lane and Bank Bridge Road would be rationalised.

100% cycle parking is proposed. Servicing and waste removal arrangements are adequate subject to double-yellow TROs at turning heads to ensure refuse vehicles can manoeuvre. A servicing strategy, a travel plan and a construction management plan should be agreed by planning conditions.

This is acceptable to Highway Services. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the proposal would bring vitality to this area and more active frontage. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

Ground conditions

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised. A condition should also be imposed in respect of piling methods to avoid pollution to ground water.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

Construction management

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

Construction vehicles are likely to use Ashton New Road and Alan Turing Way which should minimise disruption on the local network. There are several potential development sites nearby and if they are to be brought forward at the same time it

would be necessary to ensure coordination to minimise impacts on residents and effects on the highway.

The applicant would work with others and communicate with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

Provided these initiatives are adhered to, the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, a condition is recommended that the final construction management plan is agreed to ensure the process has the minimal impact on surrounding residents, businesses 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 a 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. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the dwelling house and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features from the street scene.

Legal Agreement

This application will be subject to a legal agreement which would secure a BNG monitoring fee as set out under the heading 'Impact on Biodiversity' within this report.

Conclusion

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

The proposal would develop a strategic site for housing which would contribute to the supply of homes and affordable housing. Active frontages would make a positive contribution to Riverpark Road and Briscoe Lane.

The buildings would be highly sustainable with high quality materials thereby reducing CO2 emissions. There would be a modest impact on the setting of adjacent

listed buildings which would be outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

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 approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation **MINDED TO APPROVE** subject to the signing of legal agreement in respect of securing a viability review and BNG monitoring fee

Article 35 Declaration

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

Conditions to be attached to the decision

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

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

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

Drawings

Detailed Site Layout KH012 A-100 Rev AD
Tenure Plan KH012 A-110 Rev E
Building Heights Plan KH012 A-120 Rev D
House Type Plan KH012 A-130 Rev D
Elevation Grading KH012 Plan A-140 Rev D
Character Area Plan KH012 A-150 Rev A
Materials Plan KH012 A-200 Rev J
House Type Pack and Street Scenes October 2025
House Window Reveal Detail 012-A-910 Rev T02
Block A Floor Plans KH012-A-801
Block B Floor Plans KH012-A-802
Block C Floor Plans KH012-A-803
Block D Floor Plans KH012-A-804
Block E Floor Plans KH012-A-805
Apartment Window Reveal Detail 012-A-909 T01
Block A – Elevations – NW, NE, West 14372-AEW-A1-XX-DR-A-0611 P07
Block A – Elevations – East, SE, South 14372-AEW-A1-XX-DR-A-0612 P07
Block B - Elevations – North and East 14372-AEW-A1-XX-DR-A-0661 P08
Block B – Elevations – South and West 14372-AEW-A1-XX-DR-A-0662 P08
Block C – Elevations North, NW and NE 14372-AEW-A1-XX-DR-A-0711 P07
Block C – Elevations - SE, South and West 14372-AEW-A1-XX-DR-A-0712 P07
Block D – Elevations – North and East 14372-AEW-A1-XX-DR-A-0761 P09
Block D – Elevations – South and West 14372-AEW-A1-XX-DR-A-0762 P10
Block E – Elevations – North West and North 14372-AEW-A1-XX-DR-A-0811 P07
Block E – Elevations – East and South East 14372-AEW-A1-XX-DR-A-0812 P07
Block E – Elevations – South East and West 14372-AEW-A1-XX-DR-A-0813 P07
Boundary Treatment Plan KH012 A-300 Rev E
Boundary Treatment Details – KH012 Sheet 1 A-301
Boundary Treatment Details – KH012 Sheet 2 A-302
Boundary Treatment Details – KH012 Sheet 3 A-303 Rev C
Boundary Treatment Details – KH012 Sheet 4 A-304
Detailed Planning Schedules RPR_SQR_00_ZZ_DR_LP200 Rev B
Detailed Planting Plan Sheet 1 RPR_SQR_00_ZZ_DR_LP201 Rev B
Detailed Planting Plan Sheet 2 RPR_SQR_00_ZZ_DR_LP202 Rev B
Detailed Planting Plan Sheet 3 RPR_SQR_00_ZZ_DR_LP203 Rev B
Detailed Planting Plan Sheet 4 RPR_SQR_00_ZZ_DR_LP204 Rev B
Detailed Planting Plan Sheet 5 RPR_SQR_00_ZZ_DR_LP205 Rev B

Received by the City Council, as Local Planning Authority, on the 5 November 2025

Supporting Documents

Noise impact assessment (51-086-R1-10) received by the City Council, as Local Planning Authority, on the 10 July 2025

Affordable House Statement, Air Quality Assessment, Archaeological Desk Based Assessment, Design and Access statement, Arboricultural report (SHF.920.ENZ.XX.00.RP.AR.45.101.PL03), BNG metric, Ecology Impact Assessment, flood risk and drainage assessment, Phase 1 Geoenvironmental site assessment, Phase 2 Geoenvironmental site assessment, Heritage Townscape Assessment, Road Safety Audit and Transport Assessment, Interim Travel Plan, broadband connectivity report, CEMP, Local Labour Agreement, Socio economic report, ventilation strategy, wind microclimate report crime impact assessment, sustainability statement received by the City Council, as Local Planning Authority, on the 4 April 2025

Carbon energy proforma received by the City Council, as Local Planning Authority, on the 23 July 2025

Waste management proforma Remediation Strategy received by the City Council, as Local Planning Authority, on the 10 July 2025

Stage 1 Road Safety Audit received by the City Council, as Local Planning Authority, on the 16 October 2025

Noise impact assessment, waste management proforma and remediation strategy received on the 10 July 2025

Curtins highway note ref. 085926-CUR-XX-XX-T-TP-00005-P01 received on the 10 July 2025

Air source heat pump details Waste management layout BNG addendum Note received by the City Council, as Local Planning Authority, on the 5 November 2025

Environmental Statement
Volume 1 – Main Report
Volume 2 – appendices

received by the City Council, as Local Planning Authority, on the 4 April 2025

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

3) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the clearance including for the protection of any

nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the clearance works.

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

4) Prior to the commencement of the development, a Japanese Knotweed management and monitoring plan, detailing the precautionary working measures and waste disposal methods to be undertaken during the construction period, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented as part of the development.

Reason - In the interest of ensuring that appropriate measures to manage non-native species are in place pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) Prior to the commencement of the development, a mammal survey (including badgers and hedgehogs) shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Any measures and mitigation outlined, shall be implemented in line with a timescale agreed in writing with the City Council, as Local Planning Authority.

Reason - In the interest of having an up to date survey for the site and mitigation strategy pursuant to policy EN15 of the Manchester Core Strategy (2012).

6) Prior to any piling or any other foundation design using penetrative methods within the development, details of the intended methodology, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The intended methodology shall be implemented as approved for 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. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

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

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

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal

iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

8) (a) The development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout showing all components, outfalls, levels and connectivity.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Where a sewer diversion is proposed, agreement in principle from United Utilities is required. An email of acceptance will suffice.
- An assessment of surface water pollution risk in-line with CIRIA C753 and, where required, evidence of pollution control measures (preferably through SuDS) to treat surface water prior to discharge.
- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements). The 'Concept Drainage Calculations' indicate multiple manholes predicted to flood during the 1 in 100 + 45% climate change scenario. It must be illustrated on the layout how this flood volume is to be managed.
- Construction details of flow control and SuDS elements.
- Detailed information for the proposed attenuation pond, including topographic layout plan presenting the contours and levels, cross-sections including the modelled water levels, maximum depth of pond, freeboard and any permanent water level.
- A plan indicating finished floor levels to be raised by 300mm in the West of the site, to mitigate any potential surface water flows coming from Briscoe Lane.

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

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 of the Manchester Core Strategy (2012).

9) a) Notwithstanding the Phase I Geoenvironmental Site Assessment by E3P Reference: 17-246-R1-5 Date: March 25 Phase II Geoenvironmental Site Assessment Site by E3P: Reference: 17-246-R2-5 Date: March 25 Remediation and Enabling Works Strategy Site by E3P: Reference: 17-246-R3-6 Date: March 25 received by the City Council, as Local Planning Authority on the 4 April 2025 and 10 July 2025, the development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of an updated Remediation Strategy following demolition; and
- A vapour risk assessment

The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the occupation of the development, a Completion/Verification Report shall be submitted to and approved in writing by the Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, prior to first occupation of the development.

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

10) 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 after development commences, 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 is submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

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

The construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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

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

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

12) Prior to the commencement of the development all materials to be used on all external elevations and boundary treatment of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining, ventilation/air brick details and a strategy for quality control management.

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

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

13) The window reveals, soffits, air bricks and window frames for the apartments and dwellinghouses of the development shall be carried out in accordance with drawings House Window Reveal Detail 012-A-910 Rev T02 and Apartment Window Reveal Detail 012-A-909 T01 received by the City Council, as Local Planning Authority, on the 5 November 2025.

The extent of the detailing will be as follows:

- Full brick reveal (minimum of 200 mm) and full brick soffit;
- Brick air brick;
- Windows: slim profile flush frame including opening element flush with the main frame (specifications and sample to be agreed by condition 12)

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

14) Prior to the commencement of the development, and notwithstanding the submitted drawings, details of the main building entrances to the apartments shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include active frontages and decorative detailing to the entrances. The approved details shall be implemented as part of the development.

15) The boundary treatment shall be carried out in accordance with drawings Boundary Treatment Plan KH012 A-300 Rev E, Boundary Treatment Details – KH012 Sheet 1 A-301, Boundary Treatment Details – KH012 Sheet 2 A-302, Boundary Treatment Details – KH012 Sheet 3 A-303 Rev C and Boundary Treatment Details – KH012 Sheet 4 A-304 received by the City Council, as Local Planning Authority, on the 5 November 2025. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development.

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

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

16) The development hereby approved shall be carried out in accordance with the Energy Statement received by the City Council, as Local Planning Authority, on the 5 November 2025.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of a building at the development hereby approved.

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.

17) Prior to the first occupation of each building of the development, details of the implementation, maintenance and management of the sustainable drainage scheme

shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include:

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

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

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

18) a) Notwithstanding drawings Detailed Planning Schedules
RPR_SQR_00_ZZ_DR_LP200 Rev B, Detailed Planting Plan Sheet 1
RPR_SQR_00_ZZ_DR_LP201 Rev B, Detailed Planting Plan Sheet 2
RPR_SQR_00_ZZ_DR_LP202 Rev B, Detailed Planting Plan Sheet 3
RPR_SQR_00_ZZ_DR_LP203 Rev B, Detailed Planting Plan Sheet 4
RPR_SQR_00_ZZ_DR_LP204 Rev Band Detailed Planting Plan Sheet 5
RPR_SQR_00_ZZ_DR_LP205 Rev B received by the City Council, as Local Planning Authority, on the 5 November 2025, prior to any above ground works, details of a hard and soft landscaping treatment scheme (including the proposed size and species of trees) shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each building 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.

19) (a) Notwithstanding the Noise Impact Assessment received by the City Council, as Local Planning Authority on 10 July 2025, prior to any above ground works of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved

noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition.

c) In the event of non-conformity with the approved noise report, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before first occupation.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

20) a) Prior to any above ground works, either a scheme that demonstrates that any plant equipment will achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, or a scheme showing a method to acoustically treat/insulate any plant equipment so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location, shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be carried out in accordance with the approved details.

b) Prior to the first occupation of the development, a verification report, which will include post-completion testing, shall be submitted to and approved in writing by the Local Planning Authority to validate that the plant equipment achieves a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band at the nearest noise sensitive location.

c) In the event of non-conformity with a rating level of 5dB (LAeq) below the typical background (LA90) level in each octave band, then any measures/changes required to achieve conformity shall be carried out. Any required measures/changes and verification shall continue until conformity has been achieved and agreed in writing by the Local Planning Authority, before the use can commence.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and

saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

21) Notwithstanding the waste management proforma received by the City Council, as Local Planning Authority, on the 10 July 2025, prior to any above ground works, details of the waste management arrangements shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of the siting, scale and appearance of any external waste stores.

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

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

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

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

23) 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.

24) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 4 April 2025. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

25) Prior to any above ground works the siting, scale and appearance of the external cycle stores shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

26) Prior to the first occupation of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority in accordance with the Curtins highway note ref. 085926-CUR-XX-XX-T-TP-00005-P01 received on the 10 July 2025

This shall include the following:

- 6 x access points off Riverpark Road and creation of internal access road to adoptable standards;
- Review and re-refresh of previous TROs along Riverpark Road and upgrading as required;
- Dropped kerb and tactile paving at access points.
- Cycle lane on northern side of Riverpark Road for the extent of the site frontage (drawing Drawing 85926 CUR XX 00 D TP 75004 P05)
- 2 x parallel controlled cycle & pedestrian crossing along Riverpark Road
- TROs at site access points.
- Resurface footways and carriageway on Riverpark Road.
- Renew faded TROs along Riverpark Road.
- Footways along Riverpark Road widened to 2m where necessary.
- Traffic calming along Riverpark Road to reinforce the 20 mph speed limit;
- Review of street lighting along Riverpark Road;
- TROs at turning head and pinch points within the site;
- SCOOT revalidation and CCTV cameras at the junctions of Briscoe Lane / Hulme Hall Lane; Ten Acres Lane / Briscoe Lane; Alan Turing Way / Gibbon Street; Alan Turing Way/Ashton New Road;
- Extension of the Etihad Campus Residents Parking Zone at the site including appropriate TROs within the site for this purpose
- Rationalisation and redesign of the Riverpark Road junctions with Briscoe Lane and Bank Bridge Road (Drawing 85926 CUR XX 00 D TP 75004 P05).

The approved details shall be implemented as part of the development and be in place prior to the first occupation of the development and thereafter retained and maintained.

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).

27) 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).

Reason - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

28) 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 - In the exceptional circumstances of a proliferation of HMOs and short term lets restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

29) 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).

30) Prior to the first occupation of the development, details and specifications of 7 kw fast charging electric car charging points for all the car parking spaces associated with apartment buildings and each individual driveway to the dwellinghouses shall be

submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the building of the development and thereafter retained and maintained in situ.

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

31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the apartment building hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

32) Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no windows, doors or other openings shall be installed, other than those shown on the approved plans, without planning permission being granted by the City Council, as Local Planning Authority.

Reason - In the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

33) Notwithstanding the provisions of Schedule 2, Part 1 of the Town and Country Planning (General Permitted Development) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification), no extensions (Class A), roof additions (Class B), roof alterations (Class C), porches (Class D), outbuildings (Class E), hard surfaces (Class F), chimneys, flues, etc. (Class G), microwave antennae (Class H)] shall be erected without planning permission being granted by the Local Planning Authority.

Reason - In the interests of residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

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

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

35) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained within the Arboricultural Impact Assessment (SHF.920.ENZ.XX.00.RP.AR.45.101.PL03) received by the City Council, as Local Planning Authority on the 4 April 2025; and paragraphs (a) and (b) below shall have

effect until the expiration of 5 years from the date of the first occupation of the buildings for their permitted use.

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

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

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

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

36) Prior to the first occupation of the development, details of travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

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

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

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

37) The development hereby approved shall include for full disabled access to be provided to the external areas of the apartment building. All apartments and dwellinghouses should be constructed to A minimum of M (4) 2 standard and 3% should be M(4)3 (11 apartments and 4 houses).

The details and location of the M(4) 3 homes should be submitted for approval writing by the City Council, as Local Planning Authority, prior to any above ground works. The approved details shall be implemented and made available for as long as the development is in use.

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

38) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

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

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

40) Prior to the first occupation of the development hereby approved, a detailed 30 year landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for 30 years upon occupation of the development.

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

41) Prior to any above ground works, a strategy to consider the use of solar panels at the development shall be submitted for approval in writing by the City Council. This shall include the siting, size and appearance (including section) of the building. The approved details shall be implemented and brought into use prior to the first occupation of the building. The panels shall thereafter be retained and maintained in situ.

Reason In the interest of providing renewable energy at the site pursuant to policy EN6 of the Manchester Core Strategy (2012).

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

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

43) Prior to the first occupation of the development a Delivery and Servicing Management Strategy for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The strategy should work to ensure that servicing/delivery/ activities across all the buildings are co-ordinated to ensure efficient use of the proposed loading bays and service yard.

The approved strategy, including any associated mitigation works, shall be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in operation.

Reason - To ensure appropriate servicing management arrangements, are put in place for the development in the interest of highway and pedestrian safety pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

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

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

3) The 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.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary

to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

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

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

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

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

9) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;

- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

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: 142464/FO/2025 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
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Health & Safety Executive (Fire Safety)
Manchester Airport Safeguarding Officer
Greater Manchester Ecology Unit
Network Rail
Planning Casework Unit
Sport England
Work & Skills Team**

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

Representations were received from the following third parties:

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

