

Planning Statement

Old Mill Street, Manchester

Client: Zentra New Islington Limited

05/10/2026

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Document Issue Sheet

Issue Nr.	Document	Status	Issue Date	Parties Sent To	Prepared By	Reviewed By
1.0	Draft Report	Issued	26/08/2026	KM	AS	KM
1.1	Final Report	Issued	05/10/2026	KM	AS	KM



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Introduction

1. Introduction



1.1 This Planning Statement has been prepared by Enabl on behalf of the applicant, Zentra New Islington Limited. The statement accompanies a planning application for the proposed residential development and associated landscaping at Land bounded by Old Mill Street and Lampwick Lane.

1.2 This statement sets out the conformity of the proposals with the development plan and relevant national policy, as well as any other material considerations having regard to Section 38(6) of the Planning and Compulsory Purchase Act 2004 and Section 70(2) of the Town and Country Planning Act 1990.

Scheme Description

1.3 The submitted planning application is seeking planning consent for:

Erection of a residential apartment building comprising 41no. dwellings (Use Class C3), together with landscaping and associated works.

Zentra Group Plc

1.4 Zentra Group is a property development and management company. They focus on the residential sector primarily in the North of England, seeking out value and maximising opportunities for business investors.

1.5 Zentra Group's mission is to build high-quality homes in areas of demand, meeting the growing need for housing where people aspire to invest and live.



Application Documents

1.6 This Planning Statement should be read alongside the Architectural plans / drawings and supporting documents submitted to accompany the planning application. The application documents comprise:

- Air Quality Assessment, prepared Redmore Environmental;
- Broadband Connectivity Assessment, prepared by GTech Surveys;
- Crime Impact Statement, prepared by Design for Security;
- Daylight & Sunlight Amenity Impact Assessment Report, prepared by Proximity;
- Design and Access Statement, prepared by Buttress Architects;
- Flood Risk Assessment & Drainage Strategy Report, prepared by Renaissance;
- Energy Statement and Carbon Proforma, prepared by Crookes Walker Consulting;
- Geo-Environmental Appraisal, prepared by Groundtech;
- Heritage Statement, prepared by SLR Consulting Limited;
- Landscape Strategy, prepared by CW Studio;
- Letter of Reliance – Contamination Reports, prepared by Groundtech;
- Local Benefit Proposal, prepared by McCauls;
- Noise Impact Assessment, prepared by Hann Tucker Associates;
- Permanent Ground Gas Risk Assessment, prepared by Groundtech;
- Phase 1 Preliminary Risk Assessment, prepared by SLR Consulting Limited;

- Preliminary Ecological Appraisal, prepared by E3P;
- Remedial Specification, prepared by Groundtech;
- Statement of Community Involvement, prepared by Enabl;
- Supporting Statement - Affordable Housing, prepared by L&Q;
- Television and Radio Reception Impact Assessment, prepared by GTech Surveys;
- Transport Statement & Framework Travel Plan, prepared by Mode Transport;
- Viability Statement, prepared by Roger Hannah;
- Waste Management Strategy Proforma, prepared by Buttress; and
- Planning Statement (this document), prepared by Enabl.

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Site and Surroundings

2. Site and Surroundings

Site

2.1 The application site is located at the junction of Old Mill Street and Lampwick Lane within the New Islington neighbourhood, immediately to the east of Manchester City Centre.

2.2 The site occupies a prominent corner position adjacent to the Grade II Listed Ancoats Dispensary and forms part of the wider regeneration area that has transformed New Islington over the last two decades.

2.3 The site extends to approximately 0.15ha and comprises previously developed land, having remained vacant for much of the last 60 years and is currently secured by construction hoardings and temporary fencing.

2.4 Its most recent use has been as a surface car park, which makes a limited contribution to the character or appearance of the area and is generally perceived as detracting from the quality of the surrounding townscape.

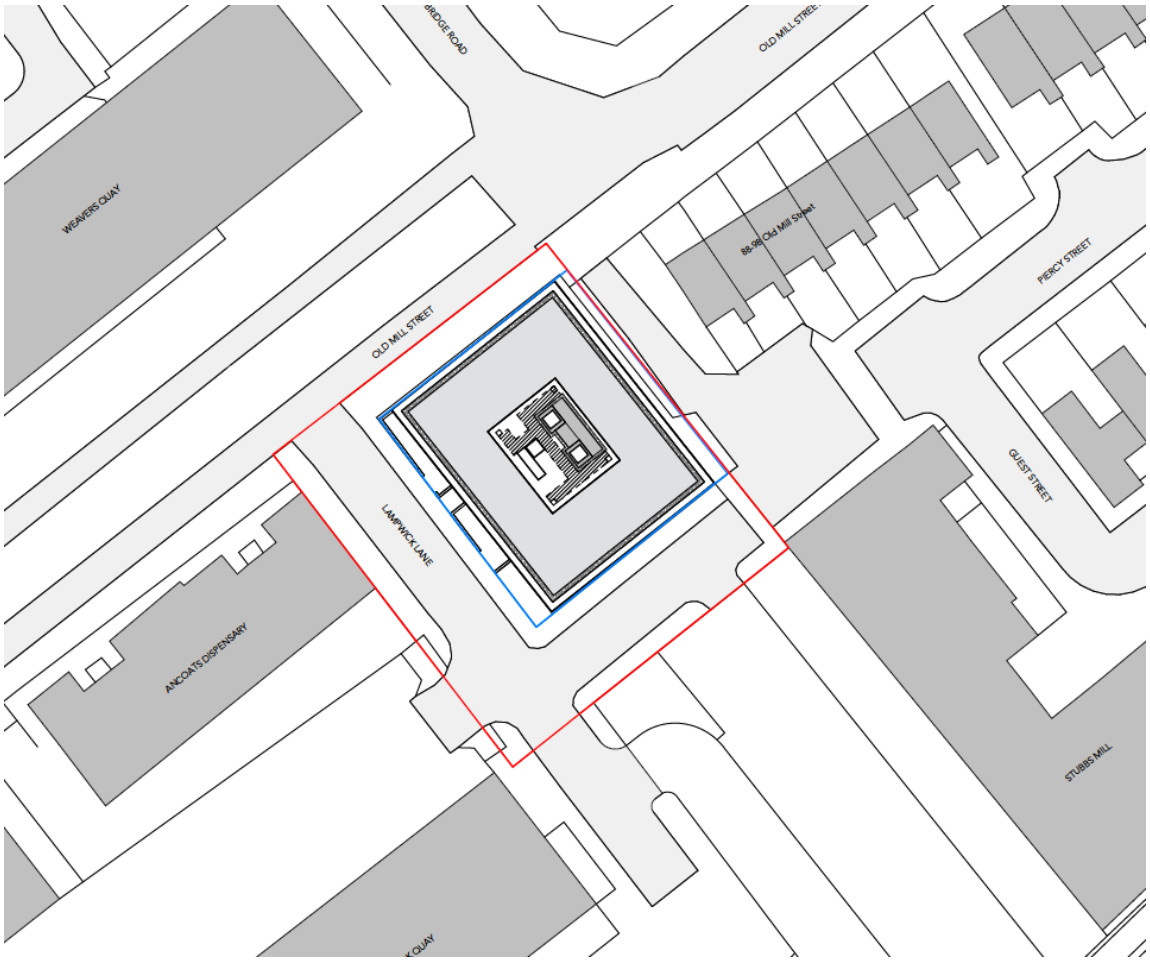


Figure 1: Location of Site

Surrounding Context

2.5 The site is bounded by Old Mill Street to the northwest, Lampwick Lane and the Ancoats Dispensary to the southwest, existing residential properties to the northeast and the Stubbs Mill complex to the southeast. The site occupies a central position within the New Islington Masterplan area fronting Old Mill Street.

2.6 The site benefits from an attractive canal-side setting and sits within an area that has experienced substantial residential-led regeneration, resulting in the creation of a vibrant mixed-use neighbourhood characterised by high-quality contemporary development alongside retained historic buildings.

2.7 The surrounding area is characterised by a diverse mix of residential, commercial, leisure and community uses. Key neighbouring developments include Weavers Quay to the north, comprising part 3 and part 9-storey residential accommodation; Ancoats Dispensary immediately to the west, recently restored and converted into a 5-storey residential building; Stubbs Mill to the south is, a former mill building now occupied as an office; and existing low-rise residential properties to the east.

2.8 The wider townscape reflects the evolution of the area from its industrial origins to a modern mixed-use neighbourhood. Historic mill buildings, canals and heritage assets sit alongside contemporary residential developments such as Chips, Milliners Wharf and other schemes delivered as part of the New Islington regeneration programme.

2.9 In terms of site constraints, the principal consideration relates to the site's heritage context, featuring the Grade II Listed Ancoats Dispensary immediately adjacent, and the non-designated Stubbs Mill Building located to the south of local significance. Alongside this, further considerations consist of safeguarding the amenity of neighbouring residential properties during the construction and operational phases of the development.

Site Designations

2.10 According to the Manchester City Council proposals map, the site is subject to the following designations:

- The site sits within East Manchester (EC5, H4) and Regional Centre (EC3)
- Old Mill St is adjacent to Major Recreational Routes
- Old Mill St is adjacent to the Inner Areas (SP1)

2.11 The site is not within a Conservation Area. Historic England confirms the following Grade II heritage classifications near the site:

- **Ardwick and Ancoats Hospital (Ancoats Dispensary)** (immediately west)
- **Bridge Number 4 Over Ashton Canal** (east)
- **Ashton Canal Lock Number 3 on South Side of Ancoats Hospital** (south)
- **Ashton Canal Lock Number 2 Off South End of Vesta Street** (southwest)

- Ashton Canal Lock Keepers Cottage Beside Lock Number 2 at Islington Branch Junction Basin (southwest)
- Ashton Canal Towpath Bridge Over Junction with Islington Branch Canal West of Lock Number 2 (southwest)
- Cooperative Warehouse (south)
- Ashton Canal Lock Number 1 Immediately East of Great Ancoats Street (southwest)

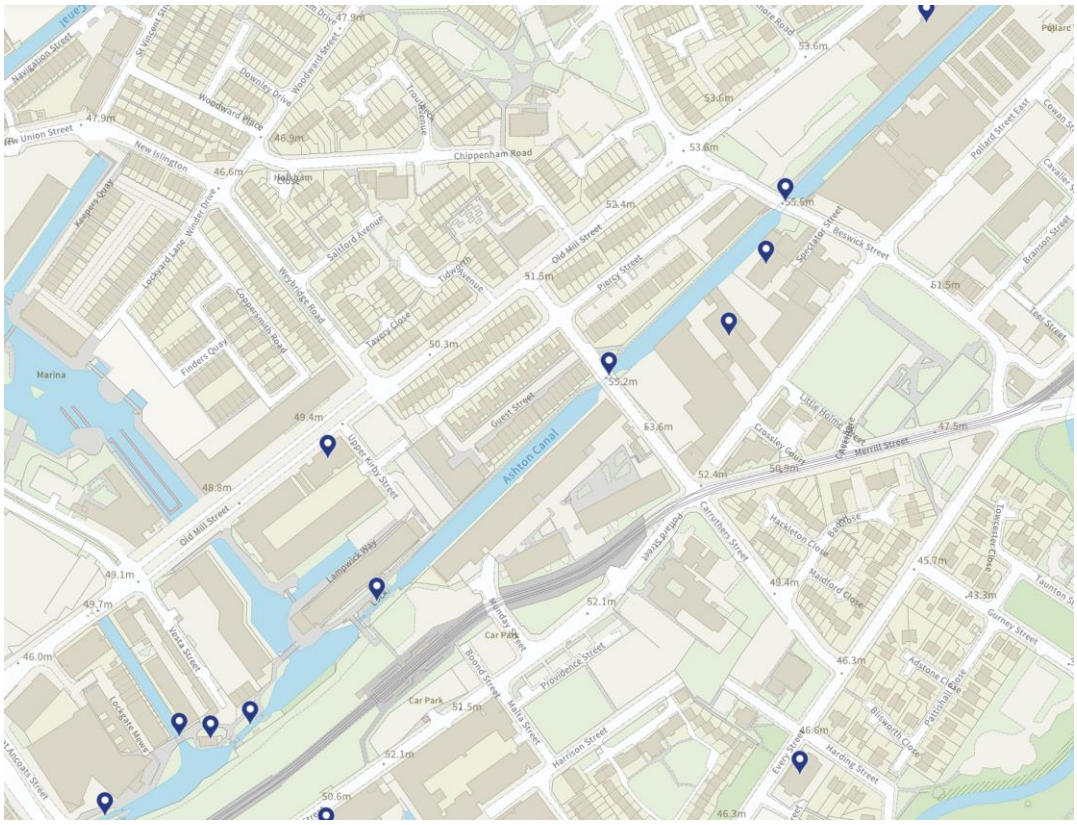


Figure 2: Listed Assets Near Site

2.12 According to the Environment Agency mapping, the site is in Flood Zone 1 and therefore has a low risk of flooding from surface water.

2.13 The site is within a Critical Drainage Area Conurbation Core according to the Manchester City, Salford City and Trafford Councils Level 2 Hybrid SFRA.

2.14 The site is identified in the 2025 Strategic Housing and Land Availability Assessment (SHLAA) with capacity for 40 dwellings, and the site is identified in the Brownfield Land Register (ref. Anco2405).

2.15 According to further mapping sources, the site is located within an AQMA designation.

2.16 The Council are currently preparing and consulting on a Draft Local Plan. In the Draft Local Plan, the site has the following designations/allocations:

- Proposed City Centre Boundary (SGL2-3 & PfE: JP-Strat2);
- Core Growth Area (PfE: JP-Strat1).

Accessibility / Sustainability

2.17 The site occupies a highly sustainable location and benefits from excellent connectivity and access to an array of public transport, local services and amenities, employment opportunities and active travel routes.

2.18 The nearest bus stop is located on Piercy Street, approximately 150m (2 minutes' walk) from the site, providing access to local bus services connecting surrounding neighbourhoods and key destinations across East Manchester.

2.19 The site is also well-served by the Metrolink network with the New Islington Metrolink Stop located approximately 150m south (3 minutes' walk). The stop is situated on the Ashton-under-Lyne to Eccles line, providing direct connections to Manchester Piccadilly, Piccadilly Gardens, Deansgate-Castlefield and wider destinations across Greater Manchester. This level of accessibility helps to significantly reduce reliance on private vehicles and supports sustainable travel patterns.

2.20 Manchester Piccadilly Railway Station is also located within a 15-minute, 1.1km southwest, providing access to national train services.

2.21 Furthermore, Manchester's principal public transport interchange at Piccadilly Gardens is located approximately 1.45km west and can be reached on foot in around 20 minutes. This offers access to an extensive regional bus network and additional Metrolink services.

2.22 In terms of active travel, the site offers excellent opportunities and choices for current and future residents, with the Ashton Canal towpath located approximately 150m to the south (2 minutes' walk) and Rochdale Canal towpath 480m to the north (6 minutes' walk). Together, these routes form part of Manchester's wider walking and cycling network, providing attractive and traffic-free connections to the city centre and surrounding neighbourhoods.

2.23 On the basis of the services detailed above, the site can be considered to be in a highly sustainable location in terms of local transport links. This is further supported by the site achieving a connectivity score of 86 via the gov.uk Connectivity Tool Lite (accessed via connectivity-tool-lite.dft.gov.uk).

Planning History

2.24 The site has been the focus of an area of change, with intensive regeneration activity both complete and underway across the New Islington and Ancoats areas over the last three decades. This regeneration is supported by the Council's Neighbourhood Development Framework, alongside key policies in the Core Strategy that support the delivery of new high-quality housing in East Manchester, and the regeneration of key sites to deliver the Council's Local Plan objectives.

2.25 The site has an extensive planning history, with the most relevant applications presented in the table below:

Ref.	Address	Description	Decision
On the Site			
111605/FO/2016/N2	Corner Of Old Mill Street, Upper Kirby Street & Lampwick Lane Bradford Manchester M4 6BX	*Erection of a 6 storey building to form 24 no. residential apartments (Use Class C3), together with access, landscaping, car parking, boundary treatment and associated works*	Approved 26/09/2016
120837/FO/2018	Corner Of Old Mill Street, Upper Kirby Street And Lampwick Lane Manchester M4 6BX	*Erection of a 6 storey building to form 40 no. residential apartments (Use Class C3), together with access, car parking, boundary treatment and associated works*	Withdrawn 05/11/2018
123128/JO/2019	Corner Of Old Mill Street, Upper Kirby Street & Lampwick Lane Manchester M4 6BX	*Variation of Conditions 2, 3, 4, 8, 9, 12, 18 and 21 attached to planning permission 111605/FO/2016/N2 to allow a change to the siting, height and massing of the building, internal layout changes resulting in the reduction in the number of apartments from 24 no. to 23 no. units and elevational alterations including the relocation of the main entrance onto Old Mill Street and larger windows*	Withdrawn 07/06/2019
138763/FO/2023	Land At Old Mill Street Manchester M4 6BX	*Erection of a 6 storey building to provide 40 no. residential apartments (Use Class C3a) and ground floor commercial space (Use Class E), together with landscaping, parking, cycle parking, supporting infrastructure and associated works.*	Approved 13/06/2025
Near the Site			
067144/OO/NORTH1/03	Land bounded by Rochdale Canal, Ashton Canal, Weybridge Road and Woodward Road, Ancoats	*Outline application Mixed use development incorporating approximately 1400 homes, 2,100sqm of retail space, 10,600 sqm of office space, new waterway and lagoon, primary school and health centre*	Approved 29/05/2003

070731/MO/2004/N2	Area Bounded By The Rochdale Canal/Woodward Place/Weybridge Road/Ashton Canal And Great Ancoats Street Ancoats	*Reserved matters application pursuant to Outline Planning Application 067144/OO/NORTH1/03 relating to modifications to Woodward Place, new access tracks for proposed school to rear of Central Retail Park and section of new canal linking into existing Rochdale Canal*	Approved 07/07/2004
074453/FO/2005/N2	The Dispensary Building Site Of Former Ancoats Hospital Old Mill Street Ancoats	*Mixed use development, comprising 12 residential units, together with 437 metre square of commercial space (A1 retail, B1 business, A3 food and drink) in two units on the ground floor (in conjunction with previous approval 067655/FO/NORTH2/03*	Approved 13/05/2005
115947/FO/2017	Land Bounded By Vesta Street, Old Mill Street, Ashton Canal Basin And Ashton Canal Towpath Manchester M4 6EQ	*Erection of part 9, part 8, part 7 storey building to form 169 residential apartments (Use Class C3a) together with the erection of 3 x 3 storey residential dwellings (Use Class C3a) with associated car parking, boundary treatment, landscaping, creation of access from Vesta Street, replacement substation together with other associated works*	Approved 04/07/2017
130356/LO/2021	Ancoats Dispensary Old Mill Street Manchester M4 6EB	*Creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works*	Approved 03/07/2021

130357/LO/2021	Ancoats Dispensary Old Mill Street Manchester M4 6EB	*Listed Building Consent for the creation of 39 residential apartments (Use Class C3a) within retained and refurbished facades of the former Ancoats Dispensary Building facilitated by partial demolition works and the erection of a ground plus 5 storey extension, re-instatement of the central tower, removal of the entrance steps and lowering of the ground floor together with associated external cycle and bin store, boundary treatment and other associated works*	Approved 03/07/2021

Table 1: Planning History

2.26 Based on the onsite planning history, there is an established principle of mid-rise apartment blocks as far back as 2016's initial consent. Following this, 2025 saw a re-introduction of 40no. units including ground-floor commercial space, becoming the operative permission on the site. All applications maintain a 6-storey form, indicating Council support for this height in the Ancoats/New Islington context.

3

Proposed Development

3. Proposed Development

Description of Development

3.1 The proposed description of development is as follows:

Erection of a residential apartment building comprising 41no. dwellings (Use Class C3), together with landscaping and associated works.

3.2 This Section provides an overview of the nature of the proposed scheme. Full details of the proposed development can be found in the Design and Access Statement and architectural plans, prepared by Buttress Architects, and Landscape Strategy and plans, prepared by CW Studio.

Dwelling Mix

3.3 The proposed development will deliver a combination of standard and duplex apartment typologies which will include the following:

- 19no. 1-bedroom, 1-person apartments (46.3%);
- 19no. 2-bedroom, 4-person apartments and 1no. 2-bedroom, 4-person duplex apartment (48.8%);
- 1no. 3-bedroom, 6-person duplex apartment (2.4%); and
- 1no. 4-bedroom, 7-person duplex apartment (2.4%).

3.4 The application seeks consent for an open-market residential scheme; however, the current intention is for the development to be delivered as 100% affordable housing.

Layout and Design

Form

3.5 The form of the proposed development has been informed by the site's compact footprint, measuring approximately 25m by 28m, with an emphasis placed on achieving an efficient and well-proportioned building layout whilst responding appropriately to the site's constrained plot.

3.6 The proposed massing has been carefully derived from the character and scale of the surrounding townscape. The site occupies a transitional location between established low-rise residential properties and the larger-scale developments associated with the New Islington regeneration area. As such, the building has been designed to respond to and mediate between these differing urban conditions.

3.7 In developing the massing strategy, consideration has been given to the scale of nearby residential developments and the prominence of the adjacent Grade II Listed Ancoats Dispensary. The proposal seeks to reinforce the established urban form whilst adopting a more domestic scale and expression on elevations facing neighbouring residential properties.

3.8 The architectural composition draws inspiration from the industrial character of Stubbs Mill, adopting a structured façade grid and generous full-height window openings. This approach reinterprets the proportions, rhythm and vertical emphasis of the surrounding historic industrial architecture in a contemporary manner.

3.9 The design also takes cues from the architectural hierarchy of the Ancoats Dispensary. The building presents a more open and active appearance at ground floor level, with window and door openings reducing in scale at upper levels. This creates a stronger sense of solidity towards the top of the building and reflects the vertical ordering evident within many of the area's historic buildings.

Materiality

3.10 The proposed material palette draws inspiration from the distinctive character of the surrounding area and, in particular, nearby heritage assets. Through the use of robust materials like brick, carefully considered proportions and high-quality detailing, the proposals deliver a contemporary architectural response that is firmly rooted in its context whilst making a positive contribution to the ongoing evolution of the neighbourhood.

3.11 At ground floor level, the building adopts a more domestic character, with individual entrances and front doors providing activity and natural surveillance along the street frontage. The base of the building is articulated through a richer and more tactile material palette, helping to establish a strong relationship with the pedestrian environment.

3.12 The materiality and detailing of the scheme have been heavily informed by the texture, craftsmanship and architectural language of surrounding buildings, particularly the Ancoats Dispensary and Stubbs Mill. The proposed palette comprises red brickwork laid in a combination of stretcher bond and stack-bonded soldier courses, polychromatic brick detailing, pigmented fair-faced precast concrete elements, bronze-effect metalwork, and oak-effect finishes to external entrance doors. Together, these materials create a robust and durable architectural expression that reflects the heritage character of the area while maintaining a contemporary identity.

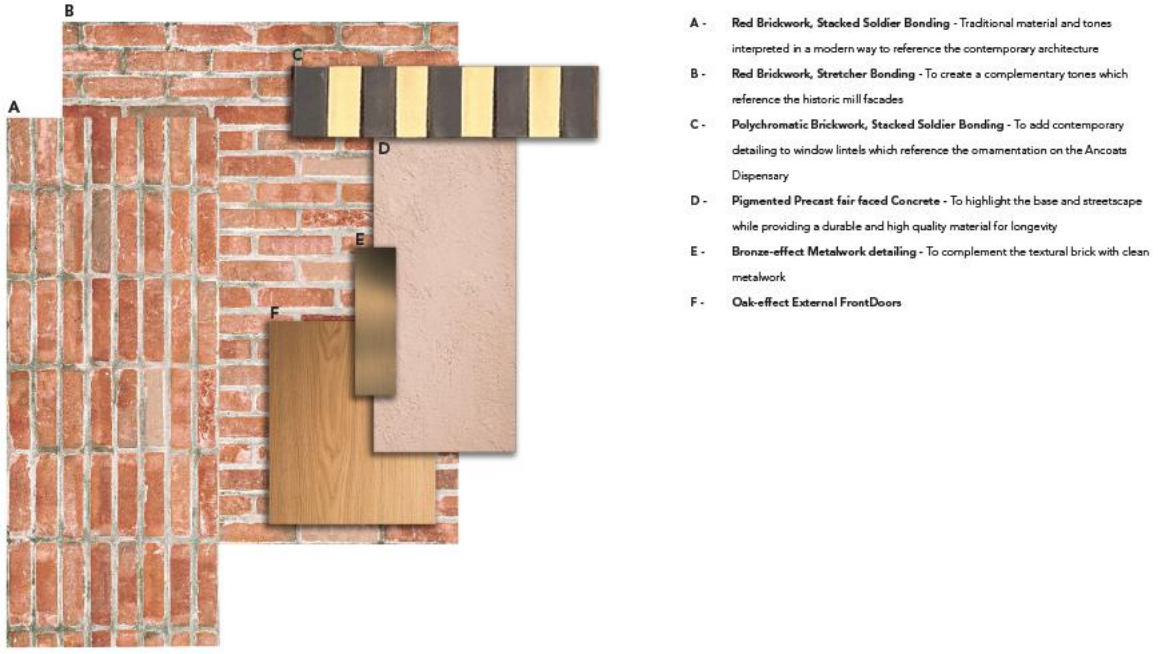


Figure 3: Materials Palette

Elevational Treatment and Detailing

3.13 The elevational strategy seeks to create a simple, coherent and highly articulated façade composition that responds positively to the character of the surrounding townscape. Particular emphasis has been placed on achieving depth, rhythm and visual interest through the careful integration of architectural detailing.

3.14 The key design principles underpinning the treatment of typical window openings include the use of generously proportioned aluminium-framed windows with minimal visual subdivision and a preference for uninterrupted glazing by avoiding the use of transoms wherever possible. Mechanical ventilation requirements have been integrated discreetly within the window head detail through the use of concealed plenum boxes, eliminating the need for visually intrusive extract louvres.

3.15 Specifically, the ground floor windows feature double bay openings with pigmented concrete surrounds which ground the building and provide opportunities for defensible planting and privacy; floors 1-3 comprise 'two part' windows with a central brick pier and Juliet balconies, creating the illusion of two windows side by side in a similar manner to the Dispensary; and level 4-5 windows have been designed to be simple and transomless with a mesh openable panel for purge ventilation purposes, allowing them to read as smaller windows and thereby defining the hierarchy of the proposals and elevation.

3.16 Further façade articulation is achieved through the incorporation of stack-bond brick side panels adjacent to smaller bedroom windows, creating depth and variation across the elevation. Alongside this, decorative polychromatic brick lintels formed using alternating soldier-course brickwork provide a contemporary interpretation of detailing found within the Ancoats Dispensary and contribute to a strong architectural identity.



Figure 4: Elevational Treatment

Internal Layout

3.17 A centralised circulation strategy is established, with the core located at the centre and the main entrance aligned along the primary footway. This creates clear, legible movement through the building, allowing active spaces to wrap the façade.

3.18 Facing Old Mill Street, a key pedestrian route, the building brings its most active uses to the forefront, alongside the principal entrance. This reinforces street activation and expresses life at ground floor level. Semi-private terraces and apartments are also added to Lampwick Lane to further increase activation.

3.19 Front doors address Old Mill Street and continue around the building edges. Recessed entrances introduce a more domestic character, relating to the neighbouring low-rise housing.

3.20 The main entrance leads into a parcel store space, with circulation areas positioned to the central core, providing clear and efficient access to all residential levels. The circulation core then leads on to back of house facilities including the plant room, meter room, bike store (with 42no. secure storage spaces), and bin store.

3.21 At ground floor level, 3no. duplex apartments (2B4P, 3B6P and 4B7P) are positioned along and accessed via Old Mill Street, contributing to active street frontages and reinforcing the human scale at street level. The remainder of the ground floor accommodates 1no. 2B4P apartment (M4(3)a) apartment, whose entrance is accessed via Lampwick Lane.

3.22 Bedroom windows on the ground floor have been positioned along quieter rear street for the added privacy.



Figure 5: Ground Floor Plan

3.23 The first floor continues the same building footprint all the way to the roof. This level includes the upper floors of the duplex apartments (2B4P, 3B6P and 4B7P) on the western side of the floor plan. The rest of the floor plan accommodates the other apartment types featuring 3no. 1B1P and 2no. 2B4P typologies distributed around the central core.

3.24 Typical residential floors from levels 2 to 5, provide 8no. apartments per floor (4no. 1B1P and 4no. 2B4P), all accessed from the central core.

3.25 The roof level accommodates an extensive green roof covering, with a demarcated access route within the centre accessed via a secure hatch to provide servicing access to the lift overruns.

Apartments

3.26 Apartment layouts have been carefully designed to maximise the number of dual-aspect units, enhance daylight and ventilation, and provide flexible, open-plan living spaces.

3.27 All dwellings meet, with most exceeding the Nationally Described Space Standards (NDSS) and have been designed to meet the requirements of Building Regulations M4(2) Category 2: Accessible and Adaptable Dwellings, with one ground-floor apartment (2B4P Type B) designed to M4(3)a Category 3: Wheelchair User Dwellings (Adaptable).

3.28 Typical apartment layouts include:

- 1-bedroom, 1-person apartments (levels 1-5):

3.29 Bedroom, bathroom, and open-plan kitchen/dining/living area.

- 2-bedroom, 4-person duplex apartment (ground-level 1):

3.30 Two bedrooms, bathroom, open-plan kitchen/dining/living area and WC.

- 2-bedroom, 4-person Type A apartments (levels 1-5):

3.31 One ensuite bedroom, second bedroom, one bathroom, and open-plan kitchen/dining/living area.

- 2-bedroom, 4-person Type B apartment (ground):

3.32 Two bedrooms, two bathrooms, open-plan kitchen/dining/living area designed to M4(3) standards to allow for wheelchair adaptability over time.

- 3-bedroom, 6-person duplex apartment (ground-level 1):

3.33 Two ensuite bedroom, one bedroom, bathroom, open-plan kitchen/dining/living area, WC, and utility.

- 4-bedroom, 7-person duplex apartment (ground-level 1):

3.34 One ensuite bedroom, three bedrooms, bathroom, open-plan kitchen/dining/living area, WC, utility room and cupboard.

Access and Parking

Cycle Provision

3.35 The cycle parking strategy has been developed in accordance with Manchester City Council (MCC) guidance and Local Transport Note LTN 1/20, providing 1no. cycle space per residential unit.

3.36 A total of 42no. cycle parking spaces are proposed, all located within the secure bike store on the ground floor and accessed directly from the central circulation core corridor and with a dedicated entrance door to the rear of the building. Direct internal access between the cycle store and residential areas enhances and ensures convenient and safe use for residents.

3.37 The proposed cycle provision is summarised as follows:

3.38 This approach supports sustainable travel choices and aligns with the Council's ambition to increase active travel across the city.

Landscaping

3.39 The landscaping strategy looks at creating welcoming and semi-private terraces for street-facing apartments along Lampwick Lane and Old Mill Street. This is created using low level walls and railings with clay paved flooring to reference the public realm works along Old Mill Street.

3.40 Multi-stem shrubs are proposed along planting areas on Lampwick Lane and adjacent to the Stubbs Mill access road to provide softening and greenery to the streetscape.

3.41 The planting also provides a defensive barrier to provide apartments with security and privacy to street-facing windows and front doors.

Hardworks

3.42 Hardwork proposals consist of a mix of proposed brown clay pavers (P02 basket weave and P03 long stretcher) along Lampwick Lane and Old Mill Street. Facing Piercy Steet however is P01 proposed clay paver (long stretcher) in blue. All paving types have been chosen to complement the treatment along their associated street treatments.

Softworks

3.43 Softwork proposals include defensible planting along Lampwick Lane in the form of 3no. feature shrubs within planting beds underplanted with a mix of shrub, perennial and bulb planting suitable for sunny and shady aspects. Along Old Mill Street, proposed planting is tolerant of dry shade to provide green buffer between street and proposed dwellings. The elevation facing onto Piercy Street for back of house facilities is proposed to be lined with low maintenance shrub planting suitable for shady aspect along the entire elevation length.

3.44 A sedum green roof system is proposed to the roofscape to provide an opportunity for further on-site biodiversity. Low growing drought-tolerant Sedum succulents' varieties suitable for roof top exposure that require minimal maintenance have been proposed in this area.

Waste

3.45 All refuse and recycling provision is located within the ground floor to maintain a clean and uncluttered public realm, accessed via both a protected lobby internally and externally to the rear of the building. Its access point has been chosen to reduce conflicts with pedestrian movement at the principal entrance.

3.46 The ground floor refuse store sizing and layout have been designed in accordance with the requirements of the Manchester City Council Design Guide. The store is appropriately sized to accommodate all required waste and recycling streams, ensuring efficient waste management for the development.

3.47 The refuse strategy provides 5no. General Waste bins measuring 1100L, 3no. Mixed Recycling bins measuring 1100L, 3no. Pulp Recycling bins measuring 1100L and 2no. Food bins measuring 240L each, carefully allowing for the separation of waste types in preparation for collection.

3.48 On collection day it is proposed that the management team would move the bins onto the designated kerbside collection point where they would subsequently be conveniently collected by refuse vehicles stopping along Lampwick lane. This proposal avoids the need for Refuse vehicles to perform reverse manoeuvres in order to collect waste, preventing pedestrians from potential reversing hazards while providing an efficient waste collection process.

Operational Strategy

Access, Maintenance and Servicing

3.49 The development's primary entrance is located on Old Mill Street, via which residents, delivery drivers and residents will access the building and wider flats. A secondary entrance which acts as the fire escape route is situated along Lampwick Lane, providing direct access to the stair core.

3.50 All entrances feature level thresholds and access control measures to support inclusive access and user safety.

3.51 While the development is not expected to generate a significant increase in traffic; frequent short-stay deliveries, including takeaways, grocery orders, and parcel deliveries, have been considered within the proposals.

3.52 It is anticipated that delivery vehicles will temporarily stop on Lampwick Lane for drop-offs, in a similar manner to existing properties in the area. The ground-floor amenity space will provide letterboxes directly adjacent to the front entrance doors. For larger and more valuable parcels, a dedicated parcel storeroom with controlled access is provided off the main entrance lobby. To avoid theft, residents who receive a parcel will be given a QR code to access the room.

3.53 Longer-term activities, such as removals, furniture deliveries, and site maintenance, may require a more coordinated operational strategy, although Lampwick Lane is expected to accommodate such movements where appropriate.

Fire Strategy

3.54 The development has been designed in accordance with the principles of Approved Document B and BS 9991, informed by the RIBA Stage 3 Fire Strategy prepared by Tenos Ltd, specialist fire engineering consultants.

3.55 Fire safety measures include a protected stair core, protected corridors, natural smoke shaft ventilation systems, sprinkler protection throughout, automatic fire detection, and an evacuation lift with refuge provision for assisted evacuation.

3.56 The protected staircore provides direct escape to the outside of the building onto Lampwick Lane, through a protected corridor. This entrance and route can also serve as access routes for fire emergency services during the event of a fire. The Dry riser inlet is conveniently located within the recess near the corridors entrance to provide a clear firefighting strategy.

Pre-Application Engagement

3.57 Two pre-application meetings were held with Manchester City Council to discuss the proposed development. The first meeting took place on 2nd April 2026 and focused on presenting the revised design proposals. A second meeting was held on 27th July 2026 with Jennifer Atkinson to review the evolved

scheme and obtain final officer feedback ahead of submission.

3.58 In addition, ongoing discussions were held with Jennifer Atkinson and Michael Pearson regarding the scope of the application and the documentation required to support a valid planning submission.

3.59 Feedback received through the pre-application process has informed the evolution of the scheme and has been incorporated into the final proposals submitted as part of this application. The principal matters discussed are summarised below.

3.60 The revised design approach was positively received by officers. In particular, the proposed brick material palette and the introduction of ground-floor townhouse elements were welcomed, with officers recognising their contribution to the character and quality of the development.

3.61 Discussions were held regarding the proposed level of parking provision. MCC officers indicated that they would be supportive of a reduced parking provision where this would facilitate either an increased development quantum or larger residential units. Officers noted that there is no specific policy requirement for on-site parking in this location and suggested that the existing on-street accessible parking provision serving the Ancoats Dispensary may also offer opportunities to support the proposed development.

3.62 MCC requested that further consideration be given to increasing the size of the 1-bedroom, 1-person (1B1P) apartments and/or reviewing the ratio of 1B1P and 1-bedroom, 2-person (1B2P) units. Officers suggested that any flexibility secured through amendments to the building footprint or parking provision could be utilised to improve the internal accommodation provided.

3.63 Officers advised that a viability assessment would be required to demonstrate that available grant funding can be maximised towards the delivery of affordable housing. It was acknowledged that this is a common requirement for major residential schemes across the city and should be considered within the wider objectives of the development.

3.64 MCC highlighted the importance of providing a clear ventilation strategy that aligns with the Council's design and residential amenity expectations. Design work on this aspect of the scheme has progressed and supporting information is provided as part of the application submission.

Next Steps

3.65 The pre-application discussions concluded with agreement on the final validation requirements and supporting reports necessary to accompany the planning application. Officers indicated their support for the principle of progressing the application expediently to facilitate delivery of the scheme. It was, however, recommended that community engagement be undertaken prior to submission, particularly in light of the intended affordable housing provision and the positive benefits the scheme will deliver to the local area.

3.66 It was also agreed that further discussions would be undertaken with MCC regarding the potential progression of certain elements of the development under the existing planning permission, including the discharge of pre-commencement conditions, to enable initial works to proceed whilst the current application is under consideration.

Public Consultation

3.67 A public consultation event took place on Thursday 20th August 2026 at Bridge5Mill, 22A Beswick St, Manchester, the purpose of which was to invite councillors, local residents and other interested groups to share their comments and views on the proposed scheme.

3.68 Members of the public were notified about the events via a leaflet drop process with approximately 4,513no. leaflets distributed to surrounding properties. Additionally, on behalf of the applicant, Councillors were invited to discuss the proposals ahead of the public consultation programme.

3.69 Despite the best efforts of the project team to provide a platform for members of the public to view and comment on the proposals, attendance at the public consultation event was lower than anticipated, with only 3no. members of the public attending in person and filling out the physical feedback form.

3.70 With only three survey response, the analysis possible is limited. The lack of attendance and limited response to the survey, as suggested by one respondent, could be due to the site's extant planning history and the community's familiarity with previous proposals of broadly comparable scales and uses, for its redevelopment.

3.71 All three respondents believe that there is a need for new homes in Manchester, that the site is an appropriate location for a residential scheme and that the proposals will provide a good range of apartment typologies in the local area. Overall, they were supportive of the redevelopment of the site.

3.72 Full details of the public consultation methodology and response can be found in the Statement of Community Involvement, prepared by Enabl.

4

Planning Policy Context

4. Planning Policy Context

Material Considerations

4.1 Section 70(2) of the Town and Country Planning Act 1990 and Section 38(6) of the Planning and Compulsory Purchase Act 2004 state that planning applications should be determined in accordance with the Development Plan unless material considerations indicate otherwise.

4.2 The relevant documents of the adopted development plan for Manchester City Council (MCC) are listed as follows, alongside the policies of relevance to the proposal:

- Places for Everyone (PfE) (2024)
  - JP-Strat 1: Core Growth Area
  - JP-Strat 2: City Centre
  - JP-S1: Sustainable Development
  - JP-S2: Carbon and Energy
  - JP-S4: Flood Risk and the Water Environment
  - JP-S5: Clean Air
  - JP-S6: Resource Efficiency
  - JP-H1: Scale, Distribution and Phasing of New Housing Development
  - JP-H2: Affordability of New Housing
  - JP-H3: Type, Size and Design of New Housing
  - JP-H4: Density of New Housing
  - JP-G8: A Net Enhancement of Biodiversity and Geodiversity
  - JP-P1: Sustainable Places
  - JP-P2: Heritage
  - JP-C1: An Integrated Network
  - JP-C2: Digital Connectivity
  - JP-C8: Transport Requirements of New Development

- Core Strategy (CS) (2012)
  - S01: Spatial Principles
  - S02: Economy
  - S03: Housing
  - S05: Transport
  - S06: Environment
  - SP 1: Spatial Principles
  - EC 3: The Regional Centre
  - EC 5: East Manchester
  - CC 1: Primary Economic Development Focus: City Centre and Fringe
  - CC 3: Housing
  - CC 5: Transport
  - CC 6: City Centre High Density Development
  - CC 8: Change and Renewal
  - CC 9: Design and Heritage
  - H 1: Overall Housing Provision

- H 4: East Manchester
- T 1: Sustainable Transport
- T 2: Accessible areas of opportunity and need
- EN 1: Design Principles and Strategic Character Areas
- EN 3: Heritage
- EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development
- EN 6: Target Framework for CO2 Reductions from Low or Zero Carbon Energy
- EN 8: Adaptation to Climate Change
- EN 9: Green Infrastructure
- EN 14: Flood Risk
- EN 16: Air Quality
- EN 17: Water Quality
- EN 18: Contaminated Land and Ground Stability
- EN 19: Waste
- PA 1: Developer Contributions
- DM 1: Development Management

Unitary Development Plan (UDP) (1995) Saved Policies

- EM8: East Manchester - Ancoats
- DC7.1: New Housing Development
- DC 19.1: Listed Buildings
- DC26.1 / DC 26.5: Development and Noise

Supplementary Planning Documents

4.3 MCC currently has two Supplementary Planning Documents that are relevant to the proposed development.

Providing for Housing Choice SPD/PG (2008)

4.4 This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision, as set out in Planning Policy Statement 3 (PPS 3), November 2006.

4.5 The following policies within the document have SPD status. The remainder of the document is considered as planning guidance:

- The Council aims to achieve mixed tenure developments where the affordable housing units are truly integrated into the overall scheme. The policy approach is [...] is based on English Partnership's Policy Guidance on "Quality and Price Standards"; and
- As with all other forms of residential accommodation, the Council expects affordable housing to be built to a high standard of design and amenity.

4.6 It establishes that the threshold for providing affordable housing is developments of 15 or more dwellings or 0.3ha and larger gross developable areas.

4.7 The city-wide target for 20% of new housing provision is to be affordable housing. On development sites which are larger than the thresholds, the Council will expect developers to use the 20% target as a starting point for calculating affordable housing provision.

4.8 The SPD sets out the preferred dwelling size mix for development in Manchester. The table below summarises this:

Dwelling size	Providing for Housing Choice SPD (2008)
1 bedroom	Max 20%
2 bedrooms	37%
3 bedrooms	25%
4+ bedrooms	18%

Table 2: Preferred dwelling size mix

Guide to Development in Manchester SPD/PG (2007)

4.9 The document sets out the MCC's stance on a wide range of issues relating to design, demonstrating, where applicable, their links to the UDP. The first part deals with development principles and the majority of it has SPD status. The second part provides additional guidance on the character of various areas within the City and should be considered planning guidance.

4.10 MCC want to ensure all development in Manchester contributes to and enhances the city's unique identity and that its many neighbourhoods retain and develop their sense of place.

4.11 The issues covered within the document include urban design, accessibility, environmental standards, street hierarchy, parking guidelines, housing density and design for health and security.

National Planning Policy Framework (August 2026)

4.12 A revised National Planning Policy Framework (NPPF) was published on 17 August 2026 following a period of public consultation and has superseded the previous version of the document from December 2024.

4.13 As part of the determination process, material considerations inform the acceptability of planning proposals. The Framework sets out the nationally controlling policies which inform development. The NPPF includes plan-making and decision-making policies. Only decision-making policies should be used when making decisions on development proposals. Policy DM3 seeks that Local Planning Authorities should work with applicants in a positive and proactive way, seeking solutions to problems from initial proposals and contacting statutory or internal consultees only where necessary. Decisions are to be made in a timely manner and not delayed beyond reason.

4.14 Development Plan policies which are materially inconsistent with national decision-making policies in the NPPF should be given very limited weight.

4.15 The decision-making policies relevant to the proposed development are discussed below.

4.16 Policy S3 establishes a presumption in favour of sustainable development in the determination of planning applications. Given that the application site is located within the established urban area of Manchester City Centre, the proposal is also assessed against Policy S4, which states that *development proposals should be approved unless the benefits of doing so would be substantially outweighed by any adverse effects, when assessed against the national decision-making policies in this Framework.*

4.17 Section 6 of the Framework seeks to significantly boost the supply of housing and supports the delivery of a sufficient quantity and mix of homes to meet identified needs. The Framework requires Local Planning Authorities to maintain an adequate supply of deliverable and developable housing sites to support housing growth throughout the plan period.

4.18 Policy HO7 confirms that substantial weight should be given to the benefits associated with the delivery of new homes. Furthermore, Policy HO8 requires development proposals to meet or exceed the affordable housing requirements identified within the development plan.

4.19 Section 9 cements the importance of advanced, high quality and reliable communications infrastructure as essential for meeting economic, technological, social, business and security growth and changing requirements. In the expansion or upgrading of electronic telecommunications networks, planning policies and decisions should prioritise the benefits of maintaining or improving network coverage, capacity, reliability and resilience.

4.20 Section 12 promotes the efficient use of land whilst ensuring development remains environmentally sustainable and delivers high-quality places. Policy L2 places substantial weight on the redevelopment of suitable previously developed land within existing settlements.

4.21 Policy L3 sets out that there should be efficient development densities in accessible locations and expects residential developments within reasonable walking distance of well-connected public transport infrastructure to achieve a minimum density of 35 dwellings per hectare, whilst also responding appropriately to local character, infrastructure capacity and housing needs.

4.22 Section 14 seeks to secure high-quality, beautiful, healthy and inclusive places through good design. Policy DP3 requires development proposals to function well, respond positively to their surroundings and integrate successfully with the existing built environment.

4.23 Section 15 promotes sustainable transport with policies to ensure that transport considerations are fully taken into account when preparing development plans and assessing development proposals, using a vision-led approach. Schemes should seek to promote walking, cycling and public transport where possible. To further support development proposals, safe and suitable access should be achievable for different users. Policy TR6 point 4 stipulates that development should only be refused on highways grounds

if there would be a severe adverse impact on the transport network or an unacceptable impact on highway safety.

4.24 Section 17 tackles the appropriateness of new development for its location with regards to potential pollution and hazard risks in relation to soil, air, water and noise pollution.

4.25 Section 18 discusses the challenge of climate/coastal change and flooding. New development should be informed by up-to-date flood risk assessments and be steered away from high-risk areas without increasing flood risk elsewhere and incorporating sustainable drainage systems where appropriate.

4.26 Section 20 of the Framework seeks to conserve and enhance the historic environment by ensuring that the significance of heritage assets is properly understood and taken into account in the development of proposals and determination of planning applications.

4.27 Policy HE5 requires applicants to assess and describe the significance of any heritage assets that may be affected by a proposal, including the contribution made by their setting.

Manchester Residential Quality Guidance (2017)

4.28 This document outlines the considerations, qualities, and opportunities that will help to deliver high-quality residential development as part of successful and sustainable neighbourhoods across Manchester. While not formally adopted as an SPD, significant weight will be given to this Guidance in planning decisions and applicants will be expected to directly address it throughout the development process.

4.29 The Guidance sets out a series of key requirements that the Council will require applicants to demonstrate compliance with. The Guidance is based on the principle of 'Comply or Justify'; proposals that do not comply with the guidance and fail to provide compelling justification, evidence and options analysis, will be refused.

Ancoats & Islington Neighbourhood Development Framework Update (2016)

4.30 This document updates the 2014 Ancoats and New Islington Neighbourhood Development Framework (NDF) to reflect subsequent detailed masterplanning work undertaken across the area, as well as changes to the planning policy context and the significant progress that has been made in delivering the Framework's objectives.

4.31 The Framework is underpinned by a series of core development principles, including the delivery of a diverse range of high-quality residential accommodation within a well-designed and effectively managed environment, supporting the creation of a vibrant and sustainable neighbourhood. It also promotes opportunities for a broad mix of complementary uses, including office, workspace, retail, leisure and community facilities, which together will contribute to a distinctive sense of place. New development is expected to capitalise on the area's highly accessible location, its proximity to Manchester City Centre and key regeneration initiatives, whilst responding positively to and enhancing its rich historic environment and heritage assets.

4.32 The overarching aim of the Framework is to deliver a high-quality residential neighbourhood that attracts investment, supports sustainable economic growth, and establishes Ancoats and New Islington as a desirable place to live, work and visit.

Manchester Green and Blue Infrastructure Strategy (2015)

4.33 This strategy sets out objectives for environmental improvements within the city in relation to key objectives for growth and development.

4.34 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.

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

- Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers;
- Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth;
- Improve connectivity and accessibility to green and blue infrastructure within the city and beyond; and
- 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.

Housing Land Supply & Delivery Test

4.36 Manchester's latest five-year housing land supply assessment (base date 1 April 2025) has been undertaken in accordance with the National Planning Policy Framework and relevant planning Practice Guidance.

4.37 Manchester's housing requirement from 1st April 2025 to 31st March 2030 is calculated using the adopted Places for Everyone housing requirement of 3,533 homes per year, plus an undersupply of 2,608 homes since 2022, leading to a five-year requirement totalling 20,273 dwellings.

4.38 Applying the required 5% buffer, the final five-year requirement totals 21,287 dwellings or 4,257 per year. All sites included meet the NPPF definition of deliverable, with build-out assumptions based on developer evidence and local delivery trends.

4.39 Overall, Manchester can demonstrate 7.5 years of deliverable housing land supply, exceeding the minimum five-year requirement.

4.40 Additionally, Manchester's latest Housing Delivery Test position is 129%.

4.41 Therefore, the titled balance is not engaged, and the development plan policies are considered in date.

2026 Housing Need Assessment

4.42 The Manchester Housing Need Assessment (HNA) 2026 update provides the council with up-to-date

evidence on housing need across all sections of the community over the period 2022 to 2039.

4.43 The HNA has carefully considered the future population and household projections over the period 2022 to 2039, the range of dwellings lived in by different households and their dwelling aspirations (likes) and expectations. This helps to determine an appropriate mix of dwellings to inform future development priorities to better reflect the housing needs of communities across Manchester.

4.44 For affordable housing tenures, the recommended mix has been updated from the 2023 Housing Needs Assessment methodology to reflect a more detailed understanding of current need.

4.45 Alongside the adopted Places for Everyone housing requirement of 3,533 homes per year, the updated Housing Needs Assessment identifies a substantial net affordable housing need of 1,627 homes each year.

4.46 It is recommended that the affordable housing tenure split as 75% affordable rented housing and 25% affordable home ownership

4.47 The summary of overall dwelling mix by tenure, as identified by the assessment, can be seen in the below table:

Dwelling size	Manchester			City Centre		
	Market	Affordable Rented	Affordable Home Ownership	Market	Social / Affordable Rented	Affordable Home Ownership
1 bedroom	5-10%	30-35%	10-15%	5-10%	50-55%	5-10%
2 bedrooms	35-40%	30-35%	30-35%	45-50%	30-35%	50-55%
3 bedrooms	35-40%	25-30%	40-45%	30-35%	15-20%	40-45%
4+ bedrooms	15-20%	5-10%	5-10%	5-10%	0-2%	0-2%

Table 3: Summary of overall dwelling mix by tenure: Manchester & City Centre

5

Planning Policy Compliance

5. Planning Policy Compliance

5.1 The proposed development compliance against the development plan in accordance with Section 38(6) of the Planning Act 2004 is set out within this section.

Principle of Development

5.2 In accordance with NPPF Policies S3 and S4, the proposed development should be assessed through the presumption in favour of sustainable development. Given the site's sustainable location within an established settlement, the proposal should be supported unless any identified harms are considered to substantially outweigh the social, economic and environmental benefits arising from the development.

5.3 The proposed development accords with the principles of sustainable development and there are no material considerations that would justify withholding planning permission. In particular, the proposal:

- Does not prejudice the allocation or safeguarding of land or buildings for specific uses;
- Does not conflict with policies relating to *existing recreational land and facilities (HC7), Local Green Space (HC8), areas of particular importance for biodiversity and geodiversity (N6), Protected Landscapes (N4) and development within residential curtilages (L2(1)(d)).*
- Does not result in the loss of undeveloped land designated for cemeteries or water storage purposes; and
- Does not conflict with any national policy provisions that indicate development should be refused in specific circumstances.

5.4 Circumstances in which the benefits of approving development are likely to be substantially outweighed by adverse effects include (but are not restricted to) situations where the development proposal would have a substantial adverse impact in relation to the application of HC7, HC8, N6, N4 and L2(1)(d).

5.5 The application site comprises vacant previously developed (brownfield) land within a highly sustainable location. The proposed development would not result in the loss of or harm to existing recreational land and facilities, Local Green Space, areas of particular importance for biodiversity or geodiversity, Protected Landscapes, or residential curtilages. Accordingly, none of the policy constraints identified within Policy S4 are engaged by the proposal, and there are no adverse impacts that would outweigh the substantial benefits associated with the delivery of the development.

5.6 The principle of residential apartment development on the site is well established through the original consent under ref. 111605/FO/2016/N2 and the subsequent approval of 40no. units under ref. 138763/FO/2023, which forms the operative permission and planning baseline for the current application.

5.7 While the planning policy context has evolved since then (namely, with the adoption of PfE, 2026 update to the NPPF and the drafting of a new Local Plan), the planning merits of residential development are still recognised today. In light of the most recent updates to the NPPF, significant weight continues to be

afforded to the delivery of new homes on brownfield land in sustainable urban locations.

5.8 Notwithstanding changes in policy since the original permission was granted, the principle of residential development on the site remains established through the extant planning permission. The current application seeks to deliver an enhanced scheme which responds to contemporary policy objectives and design expectations whilst increasing the contribution the site makes towards Manchester's housing supply.

5.9 With recognition of the above, it is still beneficial to assess the principle of the current proposals against the current policy context.

5.10 The proposal will deliver significant public benefits, including the reuse of a long-standing vacant brownfield site, representing an inherently sustainable form of development by making efficient use of previously developed land in a highly accessible urban location. Additionally, the proposed development will deliver 41no. high-quality homes within the New Islington and Ancoats area, a positive contribution to the continued regeneration, vitality and growth of this part of Manchester. As such, the development accords with the presumption in favour of sustainable development and is fully compliant with Policies S3 and S4.

5.11 The proposals would represent an increase in the number of homes on a site with close proximity to employment opportunities, public transport infrastructure, community facilities and local services ensuring that future occupiers would be able to meet many of their day-to-day needs through sustainable modes of travel, in accordance with local and national planning policy objectives, and complementary to the location's economic function. It will therefore contribute to a pattern of development that minimises the need to travel via unsustainable modes and encourage more active travel.

5.12 The scheme will make a positive contribution towards Manchester's housing supply and support ongoing housing delivery within the Regional Centre.

5.13 Whilst the application seeks consent for an open-market scheme, the intention is for the development to be delivered as 100% affordable housing, which would represent a significant public benefit and contribute towards addressing identified housing needs in Manchester.

5.14 The proposals are in accordance with the national and local sequential preference for development on brownfield land. Further to this, the site was identified for housing development within the 2025 SHLAA with capacity for 40no. dwellings and in the Brownfield Land Register (ref. Anco2405).

5.15 The application site comprises previously developed land within a highly sustainable city centre location. The proposal will bring a vacant and underutilised site back into beneficial use through the delivery of high-quality housing, thereby making effective use of the land and contributing positively to the wider regeneration of the area. There will therefore be significant regeneration benefits brought to an area of the city where this is a key priority, viewed in the context of past and future regeneration aspirations for the surrounding neighbourhoods. As such, substantial weight should be afforded to the proposal in accordance with Policy L2.

5.16 The proposed development comprises 41no. apartments on a site extending to approximately 0.15 hectares, resulting in a density that comfortably exceeds the minimum threshold established by Policy L3. The scheme has been designed having regard to local housing needs, market conditions, infrastructure capacity and the creation of a well-designed and attractive place to live.

5.17 Whilst limited weight can currently be afforded to the emerging Local Plan, it nevertheless indicates continued support for significant residential growth within the City Centre and Core Growth Area. The proposals are consistent with this strategic direction and would contribute towards identified housing delivery objectives.

5.18 The emerging Local Plan identifies the site within the proposed City Centre and Core Growth Area boundaries. The Plan supports high-quality residential development in accessible locations whilst maintaining the economic function of the City Centre. The proposals align with these objectives through the delivery of a well-designed, high-density residential scheme in a sustainable urban location.

5.19 The proposed development comprises 19no. one-bedroom units (46.3%), 20no. two-bedroom units (48.8%) 1no. three-bedroom unit (2.4%) and 1no. four-bedroom unit (2.4%). The proposed mix reflects the site's City Centre fringe location and the prevailing apartment-led character of the surrounding area. More recent evidence contained within the Manchester Housing Needs Assessment (2026) identifies an ongoing need for smaller dwellings within central locations, whilst also recognising a strong demand for two-bedroom homes. The proposals will therefore contribute towards meeting a range of identified housing needs, with almost half of the units comprising two-bedroom accommodation.

5.20 For the reasons set out above, the principle of residential development on the site is firmly established through both the planning history and the adopted development plan. The redevelopment of this previously developed site for 41no. homes in a highly sustainable location will support housing delivery, regeneration objectives and the efficient use of land whilst reflecting the strategic direction of adopted and emerging planning policy. The proposals are therefore acceptable in principle.

Addressing Specific Circumstances for Refusal

5.21 Policy S4 also stipulates that failure to comply with one of the national decision-making policies which state that development proposals should be refused in specific circumstances is also an instance where the benefits of approving development are likely to be substantially outweighed by adverse effects. Of these policies, those that are relevant to this proposal are paragraph 2 of L3, paragraphs 1-3 of DP3 (as well as explicit design standards set out in the development plan), paragraph 4 of TR6, and paragraph 5 of HE6.

5.22 L3 relates to the effective use of land. It stipulates that within settlements, development proposals for residential and mixed-use development should contribute to an increase in the density of the area. As the proposals introduce 41no. new dwellings, it is considered to increase the density of the area. The development is therefore in compliance with L3(2)(a) and (c).

5.23 DP3 relates to good design – the Design and Access Statement and Design section of this Chapter address how the proposed development is contextually responsive, aligns with the principles of quality design and MCC's specific design policies and guidance.

5.24 Paragraph 4 of TR6 seeks the refusal of development proposals that have severe adverse impacts on the transport network. The application site is in a highly sustainable location which benefits from excellent accessibility to a range of public transport services, including bus, tram and rail connections. In addition to this, the development has been designed to promote active travel as a car-free scheme and through the provision of secure cycle parking facilities for future residents. By prioritising sustainable travel options and minimising dependence on private vehicle use, the proposal accords with the objectives of Policy TR6 and supports the delivery of sustainable patterns of movement.

5.25 Paragraph 5 of HE6 relates to instances where development would cause substantial harm to, or the total loss of, the significance of a designated heritage asset. The Heritage Assessment establishes that the proposals would result in harm (not significant) at the lower end of the scale to the significance of the Grade II listed Ardwick and Ancoats Hospital through a change to its setting; and would not result in any direct physical impact upon the listed building.

5.26 The proposals therefore do not meet any of the circumstances or thresholds where development should be refused, according to the NPPF.

5.27 The relevant policy tests of S4 are therefore met, meaning that the principle of development is established with regards to the national policy position. The proposals are therefore also in line with: PfE Policies JP-Strat1, JP-Strat2, JP-Strat14, JP-S1, JP-J1, JP-H1, JP-H2, JP-H3, JP-H4, JP-C1 and JP-C8; CS Policies SP 1, EC 3, CC 1, H 1, H 3, T 2 and EN 2; Sections 6 and 12 of the NPPF; and Draft Local Plan Policies SGL 1, SGL 2, H 1 and T 2.

Design

5.28 Responding to the site's historic significance and prominent townscape position, the design team has developed a high-quality and contextual design solution.

5.29 The Design and Access Statement, prepared by Buttress Architects, provides a detailed overview of the design evolution, underpinned by the site's physical, historical and strategic contexts.

5.30 The scheme will enhance the character and appearance of Old Mill Street and the surrounding area through the redevelopment of a long-standing vacant site which currently detracts from the townscape quality of the New Islington and Ancoats.

5.31 The proposed building will positively address both Old Mill Street and Lampwick Lane, creating a strong corner presence that improves legibility and reinforces a local sense of place.

5.32 The elevational treatment draws inspiration from the site's industrial heritage and surrounding townscape character, incorporating a predominantly red brick façade complemented by polychromatic brickwork, pigmented pre-cast detailing and bronze-effect metalwork. The incorporation of operable mesh window panels and Juliet balconies throughout the upper levels of the scheme will also help to facilitate natural ventilation while maintaining the quality and consistency of the building's external appearance.

5.33 All dwellings are NDSS and M4(2) compliant. As a betterment against the policy requirement, one of the ground floor units will meet M4(3)(a) wheelchair-user standards.

5.34 In relation to community safety, the Crime Impact Statement, prepared by Design for Security, concludes that subject to standard measures such as use of video-controlled building access and a higher standard of lighting to external areas, the development will provide a safe and secure living environment.

5.35 More details can be found in the Design and Access Statement, prepared by Buttress Architects, and Crime Impact Statement, prepared by Design for Security.

5.36 Overall, in line with Policy DP3 of the NPPF, the proposed development has been carefully designed to respond to the site's urban and historic contexts, townscape character and surrounding built form. The scale, massing, architectural treatment and material palette have evolved through the design process and pre-application engagement with Manchester City Council, ensuring that the development integrates successfully with and enhances its surroundings, thus positively contributing to the continued regeneration of New Islington and Ancoats.

5.37 The proposals are therefore in line with: PfE Policies JP-H3, JP-H4, JP-P1 and JP-P6; CS Policies SP 1, H 1, EN 1, EN 2 and DM 1; UDP Policies DC7.1 and CC4; Sections 14 and 17 of the NPPF; the Guide to Development in Manchester SPD/PG; and the Manchester Residential Quality Guidance.

Landscape / Amenity

5.38 The proposed landscaping integrates green infrastructure into the development, enhancing biodiversity, strengthening the local green infrastructure network and improving the visual quality of this currently vacant brownfield site. Active frontages onto Old Mill Street and Lampwick Lane will contribute positively to the public realm.

5.39 The proposed green roof will reduce the urban heat island effect, support biodiversity and contribute towards climate resilience.

5.40 Shrub planting along Old Mill Street and Lampwick Lane will enhance the street scene, increase urban greening and contribute towards wider environmental benefits.

5.41 Green infrastructure is recognised as contributing positively to health and wellbeing. Future residents will also benefit from easy access to existing green and blue infrastructure assets, including the Ashton and Rochdale Canal corridors, which provide opportunities for recreation and active travel.

5.42 The development achieves an appropriate balance between privacy and natural surveillance. The two duplex units with direct street access are recessed within the building line and benefit from defensible landscaping, whilst upper floor units are sufficiently separated from the public realm to ensure a satisfactory level of privacy.

5.43 The proposals have been designed with due regard to the amenity of neighbouring occupiers. The building's scale, massing, orientation and window placement ensure that impacts relating to outlook, privacy, daylight and sunlight are appropriately managed within this urban context.

5.44 Overall, the proposals will deliver a high-quality residential environment supported by enhanced green infrastructure, attractive public realm improvements and appropriate residential amenity standards, whilst making efficient use of a sustainable brownfield site.

5.45 The proposals are therefore in line with: PfE Policies JP-P1, JP-P6, JP-S2, JP-S5, JP-G2, JP-G7, JP-G8, and JP-C8; CS Policies SP 1, H 1, EN 2, EN 8, EN 9, EN 15 and DM 1; Section 14 of the NPPF; the Manchester Residential Quality Guidance; and the Manchester Green and Blue Infrastructure Strategy.

Heritage

5.46 In accordance with the objectives of Section 20 and Policy HE5 of the NPPF, a detailed Heritage Assessment has been prepared and submitted in support of the application. The assessment evaluates the effects of the proposed development upon the significance and setting of nearby assets, ensuring that the proposal is designed with appropriate regard to the historic environment and demonstrates compliance.

5.47 The proposals have been informed by the findings of this assessment and developed with careful regard to the site's historic context and the significance of nearby heritage assets.

5.48 The approach to nearby heritage assets is as a form of embedded mitigation to minimise any potential harm to their respective significance. These include:

- The proposed building utilises a predominantly red brick palette, reflecting the traditional materials that characterise the historic industrial and institutional architecture of Ancoats;
- The design incorporates areas of polychromatic brickwork and decorative brick detailing, drawing inspiration from the rich brickwork found on historic buildings within the surrounding townscape, including the Grade II listed Ardwick and Ancoats Hospital;
- The proposed scale and massing have been informed by the prevailing urban grain of the surrounding area, which comprises a mixture of converted historic buildings and modern mid-rise residential development;
- The façade composition incorporates vertical proportions and a regular rhythm of openings, reflecting the established architectural character of nearby historic commercial and industrial buildings such as the Stubbs Mill;

- The proposed building line reinforces the established urban streetscape and reflects the dense urban form that characterises the historic development pattern of Ancoats; and
- The development is of a scale that remains subordinate to and does not compete with the prominent tower and architectural detailing of the Grade II listed Ardwick and Ancoats Hospital. The building has been designed to respond appropriately to the listed asset whilst adopting a more domestic expression reflective of adjacent residential development.

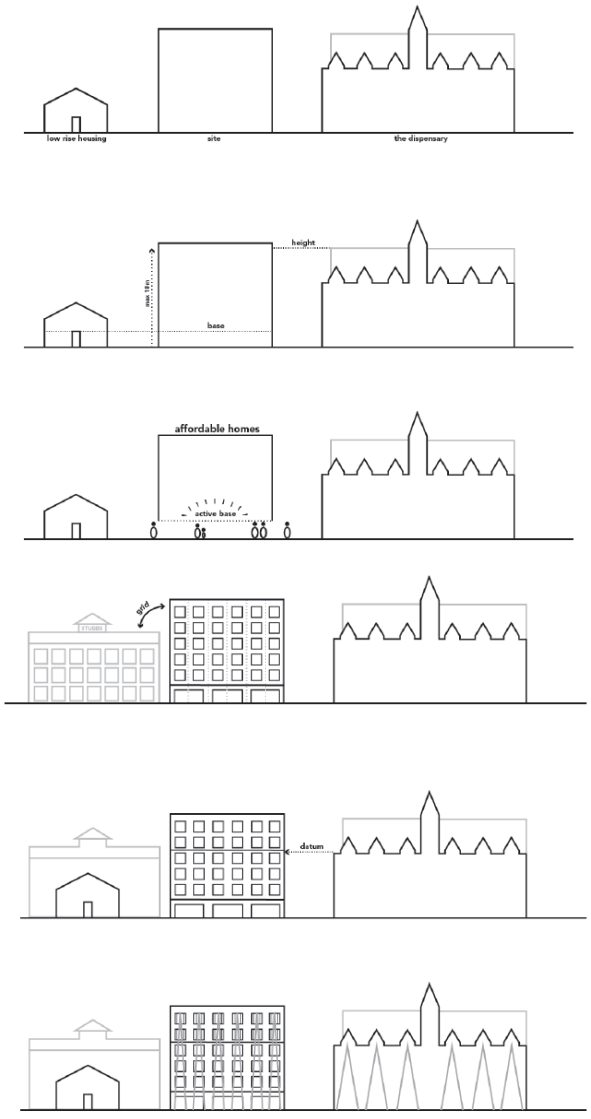


Figure 5: Design Response to Heritage Assets

5.49 An Archaeology and Heritage Assessment has been prepared by SLR. The assessment builds upon an early assessment produced in 2023. The purpose of the report, among other things, is to identify and assess potential onsite and offsite effects to any surviving heritage assets of a built heritage nature and others within the vicinity.

5.50 A 500m search area from the site boundary has been used to identify designated and non-designated heritage assets which could be affected by the proposed development. This selection area was informed by the site's location within a dense urban environment with modern high-rise developments. Field observations were subsequently taken from within the site or publicly available areas in August 2026.

5.51 The following asset types listed below were noted to not be affected by the proposals due to their significance lying wholly or predominantly within their respective fabric and/or the lack of change which the proposals would cause in respect to elements of setting. These asset types have therefore not been taken forward within the assessment:

- Assets in built up areas for which cones of view to/from are not significant;
- Memorials or features within/ bounding graveyards where the principal setting element of importance is the churchyard and/ or the church;
- Bridges whose setting elements providing an appreciation of their use and function are limited to waterbodies; and
- Assets associated with a canal where views to/ from are not significant.

5.52 To further ascertain any potential impacts of the proposals on nearby heritage assets, field assessments were undertaken for Ancoats Conservation Area, and Ardwick and Ancoats Hospital.

5.53 It was determined that the assessment of the Conservation Area (located 340m northwest) will not be taken forward as the site is physically and visually separated from the Conservation Area by intervening blocks of modern residential development, commercial buildings and transport infrastructure. There is therefore little to no established intervisibility between the Site and the Conservation Area, and the proposed development would thus have no effect on the appreciation of its special architectural or historic interest, nor its wider setting. **Accordingly, the proposed development would have no effect on the significance of the Conservation Area.**

5.54 The Ardwick and Ancoats Hospital, on the other hand, has been taken forward for further assessment due to its proximity (10m west) to the site. Its historic interest is derived from its association with industrial growth in Ancoats during the 19th century and its communal and evidential value. The architectural interest of the Ardwick and Ancoats Hospital lies in its imposing Victorian Gothic design, characterised by polychromatic brickwork, decorative detailing and its prominent central tower. The building retains a high degree of its historic external character and remains a prominent component within the surrounding streetscape.

5.55 Whilst aspects of the historic relationship between the former Ardwick and Ancoats Hospital and its surroundings remain legible, the setting of the asset has undergone significant change through successive phases of 20th and 21st century redevelopment. Large parts of the historic industrial townscape that once defined its context have been lost, altered or replaced by modern residential and mixed-use development, including the redevelopment of the hospital itself. Consequently, the ability to appreciate the building's

original functional relationship with the surrounding industrial landscape has been substantially reduced.

5.56 Nevertheless, sufficient elements of the historic urban environment remain to allow the building's origins, function and historic associations to be understood and appreciated. The asset is no longer experienced within the predominantly industrial setting in which it was originally constructed, and its significance is therefore derived primarily from its surviving architectural, historic and communal value. Importantly, the proposed development would not result in any direct physical impact on the listed building or the loss of any historic fabric.

5.57 The proposed development would introduce a new six-storey building into views from parts of the former hospital and its immediate surroundings. However, this would occur within a highly urbanised context that has already been subject to extensive regeneration and where contemporary development forms a significant component of the townscape. In this context, the proposal would be experienced as part of the continuing evolution and regeneration of the area rather than as an isolated or incongruous addition.

5.58 Overall, the assessment concludes that the proposal would result in a **harm (not significant) at the lower end of the scale** significance of the Grade II Listed Ardwick and Ancoats Hospital. The development would not affect any historic fabric and has been designed to respond positively to the character, scale and grain of the surrounding townscape. Whilst a minor degree of heritage harm has been identified, this is considered limited and should be weighed against the public benefits arising from the redevelopment of a long-standing vacant brownfield site.

5.59 On balance, the proposal is considered to accord with relevant heritage legislation and planning policy relating to the conservation and enhancement of the historic environment, including: PfE Policies JP-P1 and JP-P2; CS Policies EN 1, EN 3 and DM 1; UDP Policies DC19.1, DC20.1 and CC4; and Section 20 of the NPPF.

Technical Considerations

Air Quality

5.60 An Air Quality Assessment has been prepared by Redmore Environmental in support of the application to assess the potential impacts associated with dust emissions during construction, road transport emissions during the operational phase of the proposed development, risk of exposure of future residents to any existing air quality issues and identify the requirement for relevant mitigation measures.

5.61 A car-free residential development in this highly sustainable, well-connected location will reduce reliance on forms of transport that generate air pollution.

5.62 It is considered that the use of the identified site-specific control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level, during the construction phase.

5.63 Potential impacts during the operational phase of the proposals may occur due to road traffic exhaust

emissions associated with vehicles travelling to and from the site. These were assessed using standard screening criteria. Based on the nature of the proposals (i.e. no onsite car parking), road traffic exhaust emission impacts were not predicted to be significant.

5.64 The potential exposure of elevated pollution levels to future residents was assessed and informed by desk stop study findings. The study indicated that pollutant concentrations are likely to be below the relevant criteria at the development location. As such, the site is considered suitable for the proposed residential use from an air quality perspective.

5.65 Based on the assessment results, air quality factors are not considered a constraint to planning consent for the development. Full details can be found in the Air Quality Assessment, prepared by Redmore Environmental.

5.66 The proposals are therefore in line with: PfE Policies JP-S5, JP-P1 and JP-P6; CS Policies EN 16 and DM 1; and Section 17 of the NPPF.

Highways

5.67 A Transport Statement has been prepared by Mode Transport to assess the potential impact on the surrounding area from a traffic and transportation perspective, alongside a Framework Travel Plan to encourage users of the building to travel sustainably and reduce Single Occupancy Vehicle (SOV) trips.

5.68 The reports concur that the site is highly accessible by sustainable modes of transport, including by foot, public transport, and via cycling. The application site achieves a Department for Transport (DfT) Connectivity Score of 86, which falls within the 80th percentile for locations classified as Urban Major Conurbation. This indicates that, relative to other sites within the same rural-urban classification, the site exhibits relatively high connectivity by sustainable travel modes.

5.69 Local cycling routes and infrastructure are available in the vicinity of the site including traffic-free routes, on-road routes and Toucan crossings. There is an additional range of routes on the National Cycle Network (NCN) available within the cycle catchment (2km and 5km from site). This includes NCN Route 66 which runs along Old Mill Street and Waybridge Road adjacent to the site, providing access to Manchester Piccadilly Station, Failsworth and Rochdale, and into West Yorkshire.

5.70 The proposals include over 100% (42no. spaces) cycle parking provision and is car free, which is both considered acceptable in this location due to its highly sustainable nature and strong transport links and will promote higher levels of walking, cycling and public transport use. By virtue of this, the proposals are in accordance with the transport hierarchy, prioritising pedestrians and cyclists over motorised vehicles.

5.71 It is confirmed that the car-free approach is consistent with other city centre developments, and that future prospective residents would be aware of the car parking restrictions before deciding whether to move to such development. There is also availability of off-site parking provision for future residents who will own a car.

5.72 Traffic forecasting using TRICS data suggests in a worst-case scenario with 24no. apartments having access to a car, the residents at the proposed development could generate 6 two-way vehicle trips during the AM peak, 7 two-way trips during the PM peak and 56 two-way vehicle trips across an average day. It is however considered that the majority of trips are expected to be undertaken using sustainable modes, namely on foot, by bus and by the Metrolink network.

5.73 Given the car-free nature of the development site, the trip generation exercise shows that the proposed development will generate a low number of vehicle trips during the peak hours, with additional trips to be undertaken by sustainable modes.

5.74 On this basis, it can be concluded that the proposed development will not have a 'severe' adverse impact on the local highway network or an unacceptable impact on highway safety, as per the threshold requirement of NPPF Policy TR6.4.

5.75 Finally, the Framework Travel Plan sets out an objective to establish the management tools deemed necessary to enable residents to make informed decisions about how they travel to the site, which at the same time minimises the adverse impacts of travel on the environment.

5.76 The overall strategy will include physical measures designed to enhance the sustainable transport linkages at the site, travel awareness initiatives and other potential measures that could be implemented to affect model choice.

5.77 Full details of the travel plan implementation, management, measures, and monitoring and reporting strategy can be found in the Framework Travel Plan.

5.78 The proposals are therefore in line with: PfE Policies JP-Strat14, JP-P6, JP-C1 and JP-C8; CS Policies H 1, T 1, T 2, EN 19 and DM 1; Section 15 of the NPPF; and Draft Local Plan Policy T 2.

Daylight / Sunlight

5.79 A Daylight & Sunlight Amenity Impact Assessment Report has been completed by Proximity in line with BRE Guidance to support the planning application. The technical analysis has been undertaken which has measured, using computerised 3D massing simulations of the site and its surroundings, the daylight and sunlight amenity available to the identified neighbouring receptors, both as existing and proposed.

5.80 The identified neighbouring receptors include Weavers Quay; 2 Weybridge Road; 2 Tavery Close; 88 Old Mill Street; Chips Building; Lampwick Quay; and Ancoats Dispensary. In addition to these, 2 Tavery Close and 88 Old Mill Street are external amenity spaces that were deemed worthy of a Time in Sun impact assessment.

5.81 The assessment results concluded that the majority of the neighbouring windows would continue to meet the BRE daylight targets, with the exception of Weavers Quay, Chips and Ancoats Dispensary. Some windows in these three neighbouring buildings do not meet the BRE daylight targets, with some minor losses to Weavers Quay and Chips, alongside moderate losses to Weavers Quay and Ancoats Dispensary, and substantial losses to Ancoats Dispensary only.

5.82 All applicable rooms in the neighbouring buildings that have undergone a sunlight impact appraisal would also continue to achieve both annual and winter sunlight targets.

5.83 The external amenity space to 2 Tavery Close would continue to be well sunlit following the development of the proposal, with the external amenity space to 88 Old Mill Street, found to not be adequately sunlit in the Baseline Condition, and with a potential to experience a further reduction in sunlight as a result of the proposed development.

5.84 The report also recognises and acknowledges the presence of other residential buildings in the wider vicinity of the site. However, due to their locations far away from the site and the scale and mass of the proposed building, it is stated that there will be no significant adverse impacts on daylight nor sunlight amenity to any of these distanced buildings.

5.85 Overall, the impact of the proposed development on the daylight and sunlight amenity of these buildings and external amenity spaces is generally Negligible and Not Significant to the majority, with the exception of Anocoats Dispensary in terms of daylighting provision. Full details of the assessment can be found in the Daylight & Sunlight Amenity Impact Assessment Report.

5.86 It is therefore considered that the proposals are in line with: CS Policy DM 1 and Section 12 of the NPPF.

Contamination

5.87 A Phase 1 Preliminary Risk Assessment has been prepared by SLR in support of the application.

5.88 The report assesses the geo-environmental and geotechnical conditions at the site that may impact the proposed residential and includes research consisting of an examination of the environmental documentation obtained for the site and a site walkover survey.

5.89 The findings of the assessment confirm that the ground conditions beneath the site are considered to present an overall 'low to moderate' geo-environmental and geotechnical risk to the proposed development.

5.90 It has however been noted that there are potential environmental constraints that need to be fully investigated to assess their impact on current site users and other receptors and therefore recommends the undertaking of a detailed investigation of ground conditions.

5.91 It is additionally recommended that a Phase 2 Ground Investigation is carried out at the site to determine the geological/geotechnical conditions on site, and the potential for contamination.

5.92 A programme of gas and groundwater monitoring is recommended following an intrusive investigation to assess the risk from ground and landfill gas at the application site.

5.93 The recommendations of the Phase 1 assessment have been taken into consideration, allowing for the submission of further reports that have been prepared by Groundtech. These below listed reports produced in support of the application, are to be read in conjunction with the submitted Groundtech Letter of Reliance confirming their sufficiency to be used for the purposes of the current application:

- Geo-Environmental Appraisal
- Permanent Ground Gas Risk Assessment
- Remedial Specification

5.94 The Geo-Environmental Appraisal confirms that Made Ground was encountered across the site to a maximum depth of 2.0m begl, generally comprised of sandy gravelly clay, gravelly sand and sandy angular to subangular gravel with minor constituents of brick, concrete and ash.

5.95 In terms of natural soils, two main natural stratifications were encountered during the Ground Investigation and comprised firm to stiff becoming very stiff sandy gravelly Clay with minor constituents of mudstone and chert to a maximum depth of 12.0m bgl underlain by dense gravelly Sand in CP01 and CP02 to a maximum depth of 17.4m bgl.

5.96 The bedrock was determined to be extremely weak red brown Mudstone, encountered in CP01 and CP02 at 17.4m and 17.1m bgl respectively, and No groundwater was encountered during the investigation.

5.97 The investigation results confirm that SuDS drainage is not considered to be feasible for the proposed development due to the depth of Made Ground to 2.0m begl and natural cohesive deposits which are capable of poor infiltration rates.

5.98 The main limitations and constraints identified for the site is the depth of Made Ground to 2.0m begl combined with the likely high loadings required for the proposed development. It has been confirmed that if deep foundations are adopted for the proposed development, they should be able to penetrate obstructions and dense ground.

5.99 Visual and olfactory evidence of contamination was encountered in the Made Ground of TP02 at 1.35m begl which is likely to be hydrated lime with high sulphate and sulphur concentrations. It is deemed potentially pyritic and may result in an increase in concrete classification.

5.100 An electrical substation has been concluded present on site along its eastern boundary, and it is recommended that its position is taken into consideration during the development of the site.

5.101 Regarding human health, results from Geo-environmental testing recorded elevated levels of heavy metals and speciated PAHs when compared to residential without plant uptake screening values. Amosite and Chrysotile asbestos fibres were encountered in three of the samples screened through laboratory testing at trace concentrations of <0.001 mass%. The risk to human health has however been considered 'Moderate'.

5.102 The proposed development is noted to include areas of soft landscaping, with a requirement set in these areas for a 600mm cover system underlain by a 100mm hard dig layer/demarcation membrane.

5.103 No mobile contamination has been encountered and the risk to controlled waters is 'Low'.

5.104 The report states that the site could be CS1 or CS2 depending on the final gas assessment, with the level of gas protection measures to be confirmed on completion of the monitoring programme. The site is not within an area where radon protective measures are required within foundations, and hence the risk from ground gases is 'Low'.

5.105 Further works have been recommended including the gas assessment, which was subsequently produced.

5.106 The Permanent Ground Gas Risk Assessment was undertaken to evaluate potential risks associated with historic land uses and former coal mining activities in the vicinity of the site.

5.107 The assessment included a programme of ground gas monitoring, which identified the presence of methane and carbon dioxide at varying concentrations across the monitoring period. The results were assessed in accordance with BS 8485:2019 using the Modified Wilson and Card methodology for residential developments.

5.108 The concentrations of methane and carbon dioxide exceeded relevant screening thresholds, resulting in the site being classified as CS2. The assessment concludes that 2.5 points of gas protection measures are required within the proposed residential development at the site, and that no radon precautions are necessary.

5.109 The Remedial Specification Report has been prepared to establish the measures required to ensure the site is suitable for its proposed residential use and that any risks to future users, controlled waters and the wider environment are reduced to acceptable levels. The report sets out the remedial objectives, implementation strategy and validation requirements, which will be undertaken in consultation with the relevant regulatory bodies.

5.110 The remediation strategy includes the provision of a clean cover system across areas of Made Ground to address identified contamination risks associated with elevated concentrations of heavy metals, PAHs and the presence of asbestos fibres. Additional enabling works will include the removal of hydrated lime deposits and replacement with suitable clean material.

5.111 With regard to ground gas and the site's classification as CS2, the development will incorporate appropriate gas protection measures, including a gas-resistant membrane and structural barrier protection, to ensure the safe occupation of the development. Further specialist testing of mercury vapour concentrations is also recommended to confirm whether any additional mitigation is required.

5.112 The assessment found no evidence of mobile contamination that would affect controlled waters and, consequently, no specific remediation measures are required in this respect.

5.113 The report also provides geotechnical recommendations to inform the detailed design and construction of the development, including foundation design and ground engineering requirements. Subject to the implementation of the recommended remediation and mitigation measures, the site can be made suitable for its intended use.

5.114 It is considered that, with all documents read in conjunction with one another, the proposals are in line with PfE Policy JP-S1; CS Policies EN 17 and EN 18; and Section 17 of the NPPF.

FRA and Drainage

5.115 Please refer to the Flood Risk Assessment & Drainage Strategy report that has been prepared by Renaissance, in support of this application.

Noise

5.116 An Environmental Noise Survey and Noise Impact Assessment has been undertaken by Hann Tucker Associates. The conditions are underpinned by a baseline environmental noise survey undertaken in 2025, whose findings have informed the assessment of the suitability of the site for residential use.

5.117 The proposed development is subject to road and rail noise from Old Mill Street, Lampwick Lane and Piercy Street, alongside the New Islington Tram station.

5.118 The site can be categorised as “moderate risk” as defined by the Maximum External Noise Levels for Simplified ADO Assessment.

5.119 Calculated incident noise levels across the proposed façades range from 57 to 64 dB LAeq,16h during the daytime and from 51 to 61 dB LAeq,8h during the night, with 10th highest night-time maximum noise levels of between 71 and 80 dB LAFmax.

5.120 Based on incident noise levels, it is noted that open windows would not provide a suitable means of background ventilation whilst maintaining the recommended internal ambient noise levels. Appropriate façade sound insulation and an alternative means of background ventilation, such as an appropriately design mechanical ventilation system like MVHR have therefore been recommended to be incorporated into the development.

5.121 The overheating assessment indicates that noise will also need to be considered as part of the overheating strategy. In the areas identified as Purple (fronting Lampwick Lane), bedrooms should be designed to avoid, or severely restrict, reliance on open windows during the night for overheating control. Recommended alternative measures include solar-control measures, restricted or acoustically attenuated openings, attenuated ventilation solutions and/or mechanical ventilation.

5.122 The daytime AVO assessment, undertaken in line with the AVO guide, indicates an overheating risk ranging from Low-Medium to High as a means of overheating control across the development, with the greatest constraint applying to the Red façade zone.

5.123 For fixed building services plant associated with the development, preliminary cumulative rating noise limits of 41 dB LAr,Tr during the daytime and 33 dB LAr,Tr during the night have been established for normal plant operation at the nearest noise-sensitive residential windows. Corresponding limits of 56 dB and 48 dB have been identified for emergency plant. It is recommended that plant should be selected, located and, where necessary, acoustically attenuated to achieve these limits, subject to final agreement with Manchester City

Council.

5.124 The proposals are therefore in line with: PfE Policy JP-P1; CS Policy DM 1; UDP Policies DC26.1 – 26.6 and Section 17 of the NPPF.

Crime

5.125 A Crime Impact Statement (CIS) has been produced by a crime prevention design consultant for Greater Manchester Police.

5.126 The report confirms that from a crime prevention perspective, there are a number of positive features of the development including defensible space to deter antisocial behaviour, good visibility of main entrance and secure storage of cycles and parcels; and that overall, the redevelopment of this vacant site for residential purposes is supported.

5.127 The CIS recommends crime prevention measures which are appropriate and adequate for the perceived crime risk and should satisfy the relevant Policies within the adopted development plan. The principal recommendations relate to securing the rear ground floor apartments appropriately, video-controlled building access, access-controlled doors to circulation areas and cycle store, higher standard illumination at external entrance to cycle store, and treatment of rear and side blank elevations with anti-graffiti coating up to 2 metres.

5.128 Further recommendations on specification and compliance standards of building elements have also been included, alongside the construction of the development and management and maintenance over its lifetime.

5.129 Subject to meeting the recommendations set out in the report, the proposal is considered in line with: PfE Policy JP-P1; CS Policy DM 1 and Sections 14 and 17 of the NPPF.

Broadband Connectivity and TV/Radio Reception

5.130 A Broadband Connectivity Assessment has been prepared by GTech Surveys to assess the potential for broadband connectivity to the proposed development.

5.131 The assessment concludes that the application site area is already likely to have excellent download speeds (expected to be at least 100 megabits per second). Both Virgin Media and BT Openreach have existing fibre infrastructure adjacent to the site and can hence both enable a full fibre connection for the proposed development due to the location of their existing networks.

5.132 It is recommended that the applicant engages with a broadband infrastructure provider in order to establish the most optimal data infrastructure solution for the proposed development. It is considered that either Virgin Media or BT Openreach offers the most optimal connection, who can be contacted via their websites.

5.133 Full fibre connections represent the most future-proof form of infrastructure. New development should look

to increase the spread of full fibre connections, which have the potential to boost Manchester city's economy; help businesses grow and be more productive; help the city compete with others; and provide more symmetrical upload / download speeds for residents and businesses. Full fibre connections also offer greater reliability and lower energy / maintenance costs.

5.134 It is recommended that the applicant ensures that the proposed development is complete with robust connectivity and future-proof upgrading, using this digital connectivity assessment for reference.

5.135 In addition, GTech Surveys have prepared a Television and Radio Reception Impact Assessment to further support the development proposals by determining its potential effects on the local reception of television and radio broadcast services.

5.136 It confirms that the proposed development is not expected to cause any interference to the reception of DTT services (commercially known as 'Freeview') die to existing excellent coverage and robust signals in the study area.

5.137 There is however the potential to cause interference to the reception of digital satellite television services (such as Freesat and Sky) in areas immediately northwest of the site, up to 40m from the base of the proposed building. However, due to the lack of satellite dishes located in any theoretical signal shadow zone (to the immediate northwest of the Site), there will be no interference caused to local digital satellite television reception.

5.138 The proposed development is not expected to affect the reception of VHF(FM) radio broadcasts due to the existing good coverage in the survey area and the robust technical nature of the broadcast radio network with respect to building-generated signal interference.

5.139 Overall, the assessment concludes that the proposal is unlikely to cause any interference to the reception of any television or radio broadcast platform. As no interference is expected, no mitigation measures are required to restore the optimal reception of any broadcast platform. This assessment provides the existing level and quality of radio and television signal reception within the survey area and can be used for reference.

5.140 The proposals are therefore in line with: PfE Policy JP-C2 and Sections 9 and 17 of the NPPF.

Ecology and Biodiversity

5.141 A Preliminary Ecological Appraisal Report has been prepared by E3P confirming that no further surveys are required to inform the planning application.

5.142 While no statutory designated sites are located within 1 km of the site, it is identified that the site falls within the Impact Risk Zone (IRZ) of the Rochdale Canal SSSI and Special Area of Conservation (SAC), located approximately 4.3 km northeast of the site; and the Hollinwood Branch Canal SSSI and Local Nature Reserve (LNR), located approximately 5.6 km east of the site.

5.143 As per the criteria listed on MAGIC (accessed September 2026), the proposed site will not require further

consultation with Natural England to proceed, as the development is unlikely to have a harmful effect on the statutory designated sites due to their distance and the scale of proposals.

5.144 Two Sites of Biological Importance (SBIs) were also found to be located within 1 km of the site, including the Ashton Canal (West) SBI, located approximately 50 m southeast of the site; and the Rochdale Canal – Stott's Lane to Ducie Street Basin SBI, located approximately 120 m west of the site.

5.145 Due to the small-scale proposals, it is unlikely that there will be a negative impact on the surrounding SBIs as a result of the development, despite their distance from site. However, dust prevention methods have been recommended to ensure that no negative impacts are incurred on the SBIs. Furthermore, an increase in visitors to the SBIs is anticipated as a result of the development due to the current proposals, though infrastructure such as footpaths and boardwalks associated with the SBIs are already in place, so any visitor impact on the SBIs is anticipated to be minimal.

5.146 Survey results indicated that the site was found to comprise developed land; sealed surface, artificial, unvegetated, unsealed surface, a building and two individual trees.

5.147 Following an updated internal inspection of the on-site utility shed (B1) undertaken on 8 September 2026, B1 was assessed as having 'Negligible' bat roosting potential due to a lack of suitable roosting features. One onsite structure is assessed as having 'Low' bat roosting potential.

5.148 The Report also recommends mitigations for other protected species.

5.149 Finally, the assessment further confirms that the current application will be exempt from mandatory Biodiversity Net Gain as the site area for the proposed development covers approximately 0.15 hectares (below the 0.2-hectare trigger) and does not impact a priority habitat.

5.150 Full details can be found in the Preliminary Ecological Appraisal Report, prepared by E3P.

5.151 The proposals are therefore in line with: PfE Policies JP-S1 and JP-G8; CS Policies EN 15 and DM 1; and Section 17 of the NPPF.

Energy and Sustainability

5.152 Please refer to the Energy Statement and Carbon Proforma report that has been prepared by Crookes Walker Consulting, in support of this application.

Local Benefit Proposal

5.153 A Local Benefit Proposal, prepared by McCauls has been submitted in support of the application. The document sets out a framework for maximising opportunities for local employment, apprenticeships, training and skills development arising from both the construction and operational phases of the development.

5.154 The proposal demonstrates the Applicant's commitment to supporting local economic growth and delivering social value through a range of measures, including:

- Advertising employment and subcontracting opportunities locally;
- Engaging with local employment and skills providers, training organisations and community groups;
- Encouraging contractors and subcontractors to recruit local residents wherever possible;
- Seeking to provide apprenticeship, trainee and work experience opportunities where available;
- Ensuring that information relating to vacancies, skills requirements and recruitment processes is readily accessible; and
- Applying the same principles to recruitment associated with the completed development and its ongoing operation.

5.155 To ensure delivery of these commitments, the Local Benefit Proposal includes a monitoring and reporting framework covering both the construction and operational phases of the development. This includes the submission of a construction-phase employment and skills report to Manchester City Council one month prior to completion, together with a subsequent report three months following occupation to demonstrate the local employment outcomes achieved through the operation of the development.

5.156 The proposals are therefore in line with: PfE policies JP-P1; and CS policies SP 1 and CC 8.

Viability

5.157 A Viability Assessment undertaken by Roger Hannah, assesses the financial viability of the proposed development using the residual land value methodology in accordance with national planning practice guidance.

5.158 The proposed scheme's viability was assessed on two appraisal bases, both excluding any Section 106 contributions:

- Appraisal 1 – Build to Rent, 20% Affordable Housing
- Appraisal 2 – Build to Rent, 0% Affordable Housing

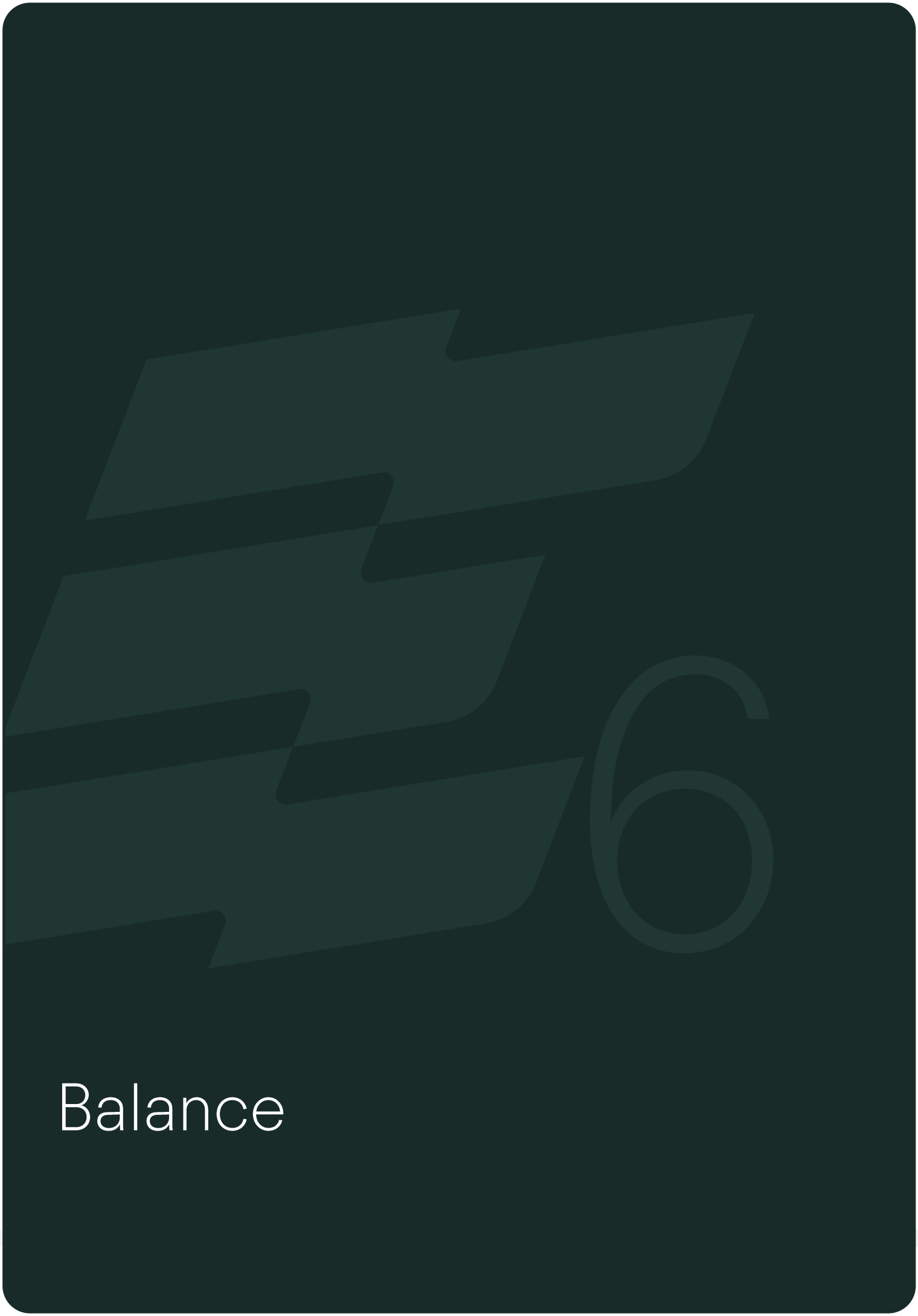
5.159 The appraisals demonstrate that the scheme is unviable with 20% affordable housing on a build to rent basis (Appraisal 1), resulting in a residual land value of -£1,687,218. The viability of the scheme does however improve on a build to rent basis with no affordable housing (Appraisal 2). Whilst there is an improved position, generating a residual land value of -£1,320,435, this remains substantially below the benchmark land value and confirms that the development remains unviable.

5.160 The assessment further confirms the Applicant's intention to deliver the scheme as a 100% affordable scheme, supported by grant funding. However, due to the level of uncertainty surrounding grant funding arrangements at the time of submission, it was not possible to undertake a robust viability appraisal on this basis.

5.161 The findings demonstrate that the delivery of the proposed development is highly constrained from a viability perspective and that the imposition of policy-compliant affordable housing requirements and additional planning obligations would further undermine deliverability.

5.162 Accordingly, it is considered appropriate that affordable housing policy requirements and financial contributions normally secured through a Section 106 Agreement are reviewed and excluded in this instance to facilitate the delivery of a viable development that will contribute towards meeting identified housing needs.

5.163 The proposals are therefore in line with PfE Policies JP-H2 and JP-D2; CS Policies H 8 and PA 1; and the Viability PPG.



Balance

6. Planning Balance

6.1 The proposal has been considered to be in compliance with the Development Plan and any Material Considerations. To summarise this position, the below sets out the scheme against the three dimensions of sustainable development as defined by Section 1, paragraph 17 of the Framework.

Economic Benefits



The proposal will contribute to the regeneration of a vacant site, **providing high-quality housing to attract and retain workers and provide job opportunities.**

- The high-quality development would secure a long-term future of the site.
- During the construction phase, the proposed development would support a number of direct and indirect jobs within the construction industry and associated supply chains.
- Increasing the supply of high-quality homes in close proximity to jobs will help to attract and retain workers to the city and region.
- The residential properties will generate Council Tax revenue for the Council

Social Benefits



The development will deliver 41no. are accessible and adaptable homes on a currently vacant plot of land.

- The creation of 41no. dwellings will contribute towards Manchester's housing supply, helping the Council to maintain a strong Housing Land Supply position.
- The development will remediate and make good a derelict, brownfield plot of land, increasing feelings of safety in the area.
- Future residents will benefit from high-quality housing choices in a highly sustainable location.
- The scheme will be fully accessible, with all apartments meeting M4(2) and one ground-floor apartment meeting M4(3)a requirements.

Environmental Benefits



The proposal is situated within a sustainable location **with good access to public transport modes and not impacting upon any statutory wildlife sites.**

- The site is located entirely within Flood Zone 1 as an area of lowest risk of flooding and consequently preferable to direct development towards.
- The proposal is sustainably located and incorporates cycle storage provision. The scheme would therefore continue to support modal shifts in transport and reduce reliance on the private car.
- The development will relieve pressure to build on greenfield and Green Belt land in the future.
- The high-quality and sympathetic design will improve the street scene and its surroundings, whilst providing activation and passive surveillance.

6.2 Overall, the proposed development would deliver valuable economic, social and environmental benefits such that would deliver sustainable development. It would make a valued contribution to the offer within the locality and support employment opportunities within the area.

6.3 In considering the planning balance on the proposals, the scheme has been evidenced to provide a sustainable development for a sector of society with specific needs such that the benefits of allowing the proposal would outweigh any adverse impacts which may arise as a result. It is therefore considered that the proposals accord with the Development Plan and consequently the proposals should be approved without delay in accordance with Policy S3, paragraph 1(c) of the NPPF and the adopted development plan.



Appendix A - Relevant Policies

The below table sets out in detail, the relevant planning policies that form a material consideration for which to assess the proposed development against.

Places for Everyone	
Policy	Summary
JP-Strat 1: Core Growth Area	*The economic role of the Core Growth Area will be protected and enhanced, with sustainable development supporting major growth in the number of jobs provided across the area providing opportunities to create jobs for local communities.* *Complementary to, but not at the expense of, its economic function it will see a significant increase in the number and range of homes in areas with good connections to employment, training and education facilities.* […]
JP-Strat 2: City Centre	[…] *The City Centre will continue to provide the primary focus for business, retail, leisure, culture and tourism activity in Greater Manchester, but the increasingly important residential role of the City Centre will be expanded. Development will generally be high density. It will enable people to take advantage of the access to education and training and the extensive public transport offer, reducing the need to travel to work whilst supporting economic growth and reducing levels of poverty.* […]
JP-S1: Sustainable Development	*To help tackle climate change, development should aim to maximise its economic, social and environmental benefits simultaneously, minimise its adverse impacts, utilise sustainable construction techniques and actively seek opportunities to secure net gains across each of the different objectives.* […] *In bringing forward previously developed sites for development, particular attention will be paid to tackling land contamination and stability issues, ensuring that appropriate mitigation and remediation is implemented to enable sites to be brought back into use effectively.*
JP-S2: Carbon and Energy	*The aim of delivering a carbon neutral Greater Manchester no later than 2038, with a dramatic reduction in greenhouse gas emissions, will be supported through a range of measures including:* […] *2. Promoting the use of life cycle cost and carbon assessment tools to ensure the long-term impacts from development can be captured;* […] *5. An expectation that new development will, unless it can be demonstrated that it is not practicable or financially viable;* *a. Be net zero carbon which applies:* • *from adoption – to regulated operational carbon emissions;* • *from 2028 – to all emissions 'in construction'.* *From 2025 development should also calculate and minimise carbon emissions from unregulated emissions alongside regulated emissions.*

	Development proposals should set out how this has been achieved in an energy statement in accordance with the energy hierarchy, which in order of importance seeks to: *i. Minimise energy demand;* *ii. Maximise energy efficiency;* *iii. Use renewable energy;* *iv. Use low carbon energy; and* *v. Utilise other energy sources.* *From 2025 any residual carbon emissions that cannot be fully mitigated on-site should be offset, in agreement with the relevant local planning authority through a financial contribution to a carbon offset fund.* *As an interim measure, development should be consistent with the 2022 Part L Building Regulations unless superseded by changes to building regulations and/or national or local planning policies.* *b. Incorporate adequate electric vehicle charging points, in line with Part S of the Building Regulations, unless superseded by relevant Local Plan policies, to future proof for the likely long-term demand, taking account of the potential maximum energy demand for the site;* *c. Where practicable, prioritise connection to a renewable energy/heating/cooling network in the first instance or a low carbon energy/heating/cooling network that is adaptable to non-fossil fuels at a later date;* *d. In residential developments, achieve energy demand reductions in terms of space heat demand; hot water energy demand and the delivery of on-site renewable energy generation, in accordance with Table 5.1.* *For renewable energy generation priority should be given to PV installation where technically feasible, alternative technologies will be appropriate where the equivalent generation is evidenced.* [...] *f. Include a detailed energy statement to demonstrate via site relevant evidence how the development has sought to maximize reductions in carbon emissions in line with relevant policy targets, including the minimisation of overheating risks and appropriate measures for post occupancy evaluation. Whole life cycle emissions should be considered where possible.* [...]
JP-S4: Flood Risk and the Water Environment	*An integrated catchment-based approach will be taken to protect the quantity and quality of water bodies with reference to the North West River Basin Management Plan and managing flood risk, by:* [...] *2. Working with natural processes and adopting a natural flood management approach to slow the speed of water drainage and intercept water pollutants;*

	3. Locating and designing development so as to minimise the impacts of current and future flood risk, including retrofitting or relocating existing developments, infrastructure and places to increase resilience to flooding; *4. Expecting developments to manage surface water run-off through sustainable drainage systems and as close to source as possible. Development should achieve greenfield run-off rates unless it is demonstrated to be impracticable.* [...] *5. Ensuring that sustainable drainage systems:* *i. Are designed to provide multifunctional benefits wherever possible, including for water quality, nature conservation and recreation;* *ii. Avoid adverse impacts on water quality and any possibility of discharging hazardous substances to ground;* *iii. Are delivered in a holistic and integrated manner, including on larger sites split into different phases; and* *iv. Are managed and maintained appropriately to ensure their proper functioning over the lifetime of the development.* [...] *7. As a minimum, residential development should meet the mandatory water efficiency standard of 125 litres/person/day as set out in Building Regulations. District local plans may and should consider setting a tighter water efficiency standard of 110 litres/person/day where there is a clear local need with reference to national guidance on housing optional technical standards.*
JP-S5: Clean Air	*A comprehensive range of measures will be taken to support improvements in air quality, focusing particularly on locations where people live, where children learn and play, where there are impacts on the green infrastructure network and where air quality targets are not being met, including:* *1. Locating and designing development, and focusing transport investment, so as to reduce reliance on forms of transport that generate air pollution;* [...] *3. Requiring applications for developments that could have an adverse impact on air quality to submit relevant air pollution data so that adverse impacts on air quality can be fully assessed and development only permitted where they are acceptable and/or suitable mitigation can be provided;* [...] *11. Development should be located in areas that maximise the use of sustainable travel modes and be designed to minimise exposure to high levels of air pollution, particularly for vulnerable users.*
JP-S6: Resource Efficiency	*3. Using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.*
JP-H1: Scale, Distribution and Phasing of New Housing Development	*A minimum of 175,185 net additional dwellings will be delivered over the period 2022-2039, or an annual average of around 10,305.* *The new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution (as set out in*

	Table 7.2) will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of our key assets. [Manchester will deliver 3,533 dwellings per annum]
JP-H3: Type, Size and Design of New Housing	*Development across the plan area should seek to incorporate a range of dwelling types and sizes including for self-build and community led building projects to meet local needs and deliver more inclusive neighbourhoods.* […] *Residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence.* […] *All new dwellings must:* *1. Comply with the nationally described space standards; and* *2. Be built to the 'accessible and adaptable' standard in Part M4(2) of the Building Regulations unless specific site conditions make this impracticable.* […]
JP-H4: Density of New Housing	*New housing development should be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycling and public transport and the need to achieve efficient use of land and high-quality design.* […] *In order to achieve an appropriate mix of housing across the plan area, developments should include the provision of houses and/or apartments having regard to the following and the need to achieve high quality design:* […] *C. 120+ dwellings per hectare: primarily apartments, incorporating houses and/or ground-floor duplexes where practicable*
JP-P1: Sustainable Places	*We aim to become one of the most liveable city regions in the world, consisting of a series of beautiful, healthy and varied places, each having the following key attributes that all development, wherever appropriate, should be consistent with:* *1. Distinctive, with a clear identity that:* *A. Conserves and enhances the natural environment, landscape features, historic environment and local history and culture;* *B. Enables a clear understanding of how the place has developed; and* *C. Respects and acknowledges the character and identity of the locality in terms of design, siting, size, scale and materials used* *2. Visually stimulating, creating interesting and imaginative environments which raise the human spirit through the use of green space, public art and quality design* *3. Socially inclusive:*

	A. Responding to the needs of all parts of society; *B. Enabling everyone to participate equally and independently;* *C. Providing opportunities for social contact and support; and* *D. Promoting a sense of community* *4. Resilient, capable of dealing with major environmental events* *5. Adaptable, able to respond easily to varied and changing needs and technologies* *6. Durable, being built to last and using robust materials that reflect local character, weather well and are easily maintained* *7. Resource-efficient with:* *A. A low carbon footprint;* *B. Efficient use of land;* *C. Minimised use of new materials;* *D. High levels of recycling* *8. Safe, including by designing out crime and terrorism, reducing opportunities for anti-social behaviour and by ensuring that developments make appropriate provision for response and evacuation in the case of an emergency or disaster.* *9. Supported by critical infrastructure, such as energy, water and drainage and green spaces* *10. Functional and convenient, enabling people and uses to act efficiently with minimal effort, and responding to needs relating to servicing, recycling facilities, refuse collection and storage* *11. Incorporating inclusive design within all spaces with support for tackling inequality and poverty to form part of creating sustainable places* *12. Legible, being easy to understand and navigate, with the protection and enhancement of key views and new development well-integrated into the place* *13. Easy to move around for those of all mobility levels, particularly by walking and cycling, with enjoyable routes free from obstacles and disorienting stimuli, and with places to rest* *14. Well-connected to other places, particularly by public transport and digital infrastructure enabling everyone to take advantage of the employment, cultural and leisure opportunities across Greater Manchester and beyond* *15. Comfortable and inviting, with indoor and outdoor environments:*

	A. Offering a high level of amenity that minimises exposure to pollution; and *B. Addressing microclimate issues such as sunlight, indoor air quality, overheating, shade, wind and shelter* *16. Incorporating high quality and well managed green infrastructure and quality public realm, with:* *A. Opportunities for recreation and outdoor play for children, and interaction between the generations;* *B. Public and private spaces clearly distinguished;* *C. Development clearly defining, and promoting activity within, public spaces;* *D. High quality landscaping with schemes* *17. Well-served by local shops, services and amenities, including education and health facilities*
JP-P2: Heritage	*We will proactively manage and work with partners to positively conserve, sustain and enhance our historic environment and heritage assets and their settings. Opportunities will be pursued to aid the promotion, enjoyment, understanding and interpretation of heritage assets, as a means of maximising wider public benefits and reinforcing Greater Manchester's distinct character, identity and sense of place.* [...] *Particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm. These include historic town centres, places of worship, historic transport routes including the canal network* [...] *and other sites, buildings, and areas of identified archaeological, architectural, artistic and/or historic value.* *Development proposals affecting designated and non-designated heritage assets and/or their settings will be considered having regard to national planning policy.* [...] *Proposals should be informed, as necessary, by the findings and recommendations of the appropriate heritage assessment(s) in the development plan evidence base and/or any updated heritage assessment submitted as part of the planning application process.*
JP-C1: An Integrated Network	*In order to help deliver an accessible, low carbon Greater Manchester with worldclass connectivity, we will support a range of measures, including:* *1. Delivering a pattern of development that minimises both the need to travel and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure;* [...]

	3. Locating and designing development, to deliver a significant increase in the proportion of trips that can be made by walking, cycling and public transport; [...] *5. Ensuring that development and transport investment fully considers the needs of all people and those modes which make most efficient and sustainable use of limited road space, by following the hierarchy set out below (highest priority first):* *a. Pedestrians (and people using mobility aids);* *b. Cyclists, powered two-wheelers, and public transport users;* *c. People doing business or providing services (such as taxis/private hire, deliveries or waste collection)* *d. People in personal motorised vehicles* [...]
JP-C2: Digital Connectivity	*We support the provision of affordable, high quality, digital infrastructure. In making decisions we will support a range of measures, including:* [...] *2. Requiring all new development to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting compliant with telecoms standards, to facilitate future-proof gigabit-capable network connections. It is expected that internet connections will be operational and immediately accessible to network providers when occupiers move into new properties and* [...]
JP-C8: Transport Requirements of New Development	*We will require new development to be located and designed to enable and encourage walking, cycling and public transport use, to reduce the negative effects of car dependency, and help deliver high quality, attractive, liveable and sustainable environments.* *We will do this by:* *<u>Connectivity and Permeability</u>* *1. Prioritising safe and convenient access to the site and buildings for all users in accordance with the user hierarchy in Policy JP-C1 'An Integrated Network', including;* *• Prioritising new and enhanced walking, cycling and public transport routes and stops, through and around the site. These routes should:* *o be direct, safe and convenient;* *o connect to nearby facilities, employment areas, public transport stops; and* *o improve the coverage, quality and integration of the wider walking and cycling infrastructure and public transport provision;* *• Ensuring that the layout, design and landscaping of development prioritises the provision of safe, secure and attractive access to local services and facilities for pedestrians, cyclists and people with a disability; and*

	• *Ensuring that new development is connected visually and physically; within the site and to the surrounding built environment;* *2. Ensure appropriate connectivity to the existing highway network.* *Design* *3. Reducing the need to travel by ensuring that community facilities, services and amenities are provided within the site or within walking distance of new development;* *4. Incorporating highway design at a human scale using street-based prescriptions such as those within Manual for Streets and/or any locally adopted design guidance, to ensure that highways do not dominate the development;* [...] *Parking Infrastructure* [...] *9. Incorporating enough secure and covered cycle parking to meet long-term demand from occupiers and visitors in a convenient location that helps to maximise its use* [...] *10. Promoting alternatives to car ownership, such as the use of ULEV car clubs rather than the provision of private car parking spaces;* *11. Promoting the increased provision of ULEV charging infrastructure including meeting any standards set by local plans.* [...] *Access and Servicing* *13. Providing designated pick-up/drop-off points for taxis and other demand responsive transport services where appropriate, taking into account the potential increase in demand if car ownership falls;* *14. Making appropriate provision for deliveries and servicing (including requiring Delivery and Servicing Plans for appropriate developments), in a way that:* • *meets road safety requirements,* • *reduces transport emissions and other environmental impacts,* • *reduces traffic congestion, the number of vehicle movements and the need for repeat deliveries;* *Construction Management* *15. Ensuring Construction Management Plans are produced for developments, where appropriate, to mitigate construction logistics and environmental impacts including air quality and noise on the surrounding area and encourage sustainable deliveries.* *Transport Assessments*

	16. Planning applications will be accompanied by a Transport Assessment / Transport Statement and Travel Plan where appropriate, in order to assess impacts and determine the most appropriate mitigation on the SRN and local transport network. […]
Core Strategy	
Policy	Summary
S01: Spatial Principles	*Provide a framework within which the sustainable development of the City can contribute to halting climate change.* *[…]*
S02: Economy	*Support a significant further improvement of the City's economic performance and spread the benefits of this growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities.* *[…]*
S03: Housing	*Provide for a significant increase in high-quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth.* *[…]*
S05: Transport	*Improve the physical connectivity of the City, through sustainable and accessible transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation.* *[…]*
S06: Environment	*Protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources, in order to mitigate and adapt to climate change, support biodiversity and wildlife, improve air, water and land quality, recreational opportunities and provide networks of high quality green infrastructure, ensuring that the City is inclusive and attractive to residents, workers, investors and visitors.* *[…]*
SP 1: Spatial Principles	*The key spatial principles which will guide the strategic development of Manchester to 2027 are:* • *The Regional Centre will be the focus for economic and commercial development, retail, leisure and cultural activity, alongside high quality city living.* […] • *The City is covered by regeneration areas including the City Centre. All development should have regard to the character, issues and strategy for each regeneration area as described in the North, East, Central and South Manchester and Wythenshawe Strategic Regeneration Frameworks and the Manchester City Centre Strategic Plan.* […] • *New development will maximise the potential of the City's transport infrastructure, in particular promoting walking, cycling and use of the public transport.* […] *Core Development Principles*

	Development in all parts of the City should:- • *Make a positive contribution to neighbourhoods of choice including:-* o *creating well designed places that enhance or create character.* o *making a positive contribution to the health, safety and wellbeing of residents* o *considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income.* o *protect and enhance the built and natural environment.* [Bullet replaced by JP-S1] • *Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.*
EC 3: The Regional Centre	[…] *Housing will also be an appropriate use within the Regional Centre, although this should complement the development of mixed use employment areas. Subject to site and location details, the Regional Centre will generally be a location where higher density residential development is appropriate.*
EC 5: East Manchester	[…] *The Council will promote development which:* • *ensures major employment opportunities are connected via non-car modes to residential neighbourhoods within East Manchester and North Manchester, these include the City Centre, Central Park, Eastlands and railway stations in the City Centre;* • *takes advantage of key transport infrastructure such as the arterial roads (Oldham Road, Ashton New Road, Ashton Old Road and Hyde Road) and public transport networks, such as bus routes and the proposed extension to Metrolink including two new lines and and new stops;* • *creates links to the Rochdale and Ashton Canals and links to the open space network including the Rochdale and Ashton Canals and the Medlock Valley, providing opportunities for walking and cycling to economic development opportunities;* • *has regard to listed buildings and conservation areas including Ancoats and the industrial heritage of the area.*
CC 1: Primary Economic Development Focus: City Centre and Fringe	[…] *Within the City Centre and the fringe a variety of high quality accommodation types, sizes and foot-plates will be encouraged to boost investment by local, national and international businesses. The City Centre and fringe will be considered a suitable location for the consideration of high density buildings and commercially led mixed use schemes.* […] *Proposals will be expected to show how they contribute to decentralised low and zero carbon energy infrastructure in the Regional Centre as set out in the Energy policies.*

	[…] *Proposals in the City Centre and City Centre Fringe* […] *will need to take account of the flood risk issues, in line with policy EN14 - Flood Risk.*
CC 3: Housing	*Residential development in the City Centre will comprise apartment schemes. The Council will encourage accommodation of a high standard which offers accommodation which is large enough to suit a range of occupants, in terms of both the number of rooms and their size.*
CC 5: Transport	[…] *Proposals will be supported that improve pedestrian safety, improve air quality and increase the scope for accessible public realm improvements,* […] *The Council will seek to ensure that development includes adequate parking provision for cars and bicycles. This should be based on the parking standards described in Appendix B.*
CC 6: City Centre High Density Development	*City Centre development will generally be high-density. It is a location where land should be used to maximise its efficiency. The appropriate scale, massing and height of development in the City Centre will significantly exceed what is appropriate elsewhere in the City.* […]
CC 8: Change and Renewal	[…] *Developments which make significant contributions to the City Centre's role in terms of employment and retail growth or which improve the accessibility and legibility of the Centre will be supported, subject to the proposal's impact on key aspects of the City's heritage and character. The Council will also provide appropriate support, including site assembly, for schemes which are likely to contribute to the promotion or improvement of the social, economic or environmental well-being of Manchester.* […] *New development should fully exploit opportunities to contribute to the improvement of the City Centre in terms of character and function, taking account of other policies in the Core Strategy.*
CC 9: Design and Heritage	*Design of new buildings will need to be of the highest standard in terms of appearance and function.* […]
H 1: Overall Housing Provision	[First paragraph replaced by JP-H1] *New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.* [Sentence replaced by JP-H1]. *The proportionate distribution of new housing, and the mix within each area, will depend on:* • *The number of available sites identified as potential housing sites in the SHLAA;* • *Land values and financial viability;* • *The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester; and preserving and improving the quality of the existing housing stock* […]

<table>
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High density developments (over 75 units per hectare) are appropriate in both the City Centre and parts of the Regional Centre given the accessible location. […]

90% of residential development will be on previously developed land. […]

Table 9.1 Distribution of New Housing by Regeneration Area
<table>
<tr><th>Location</th><th>Policy No</th><th>Approx number of dwellings (net)</th></tr>
<tr><td colspan="3">[…]</td></tr>
<tr><td>East Manchester</td><td>H4</td><td>18,280</td></tr>
<tr><td colspan="3">[…]</td></tr>
</table>
Proposals for new residential development […] should take account of the need to:

Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people, people with specific support requirements, BME communities, Gypsies and Travellers and Travelling Showpeople;
Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
Contribute to the design principles of Manchester's Local Development Framework, including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space, including in high density development (in which this could be in the form of balconies, as well as shared open spaces such as green roofs). Schemes should make provision for parking cars and bicycles (in line with policy T2); and the need for appropriate levels of sound insulation.
Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
Prioritise sites which are in close proximity to centres or high frequency public transport routes.
Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations).
Be designed to give privacy to both its residents and neighbours.

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<tr>
<td>H 4: East Manchester</td>
<td>East Manchester, over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be</td>
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</table>

	sustained. High density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, […]
T 1: Sustainable Transport	*To deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking, to support the needs of residents and businesses and to prepare for carbon free modes of transport, the Council will support proposals that: -* • *Improve choice by developing alternatives to the car.* • […] • *Would reduce the negative impacts of road traffic, for example, congestion, air pollution and road accident casualties.* • [Replaced by JP-C1].
T 2: Accessible areas of opportunity and need	*The Council will actively manage the pattern of development to ensure that new development: -* • *Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections* • *Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-* o […] o *Links within East Manchester to employment locations, Central Park and Eastlands in particular.* o […]
EN 1: Design Principles and Strategic Character Areas	[…] *Design and Access Statements submitted with proposals for new development must clearly detail how the proposed development addresses the design principles, reinforces and enhances the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.* […] [Based on the Strategic Character Areas DIAGRAM provided within the policy explanation, the site is assessed to be within the Central Arch Character Area]. *6. Central Arc Character Area* *The character of the area we have today is predominantly one of 1960's social housing estates and zoned industrial areas bisected by the transport network and largely resulting from the comprehensive redevelopment of the past. […] Much of the Central Arc is experiencing regeneration with some contemporary urban solutions, for example in Hulme, now complete, and some still to be progressed.*

	• *The opportunity exists for development on a large scale using innovative urban design solutions. These should use District Centres and key nodes of public transport as focal points and involve existing communities.* • *The opportunity should also be taken to use the canals to create a distinctive urban environment and enhance access through the City.* […]
EN 3: Heritage	*Throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those of the City Centre. […]*
EN 4: Reducing CO2 Emissions by Enabling Low and Zero Carbon Development	*The Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices, through the following actions:* • [Replaced by JP-S2] • *Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.* • *Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.* • *Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.* • *The use of building materials with low embodied carbon in new development and refurbishment schemes.*
EN 6: Target Framework for CO2 Reductions from Low or Zero Carbon Energy	*Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target* [replaced by JP-S2]*, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development.* [Replaced by JP-S2] *The energy statement will be required to be submitted at the outset of any proposed development (outline application or before). Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence such as modelling to demonstrate compliance.* […]
EN 8: Adaptation to Climate Change	*All new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated*

	external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list: • [Replaced by JP-S2 and JP-S4] • *Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways* • *The need to control overheating of buildings through passive design* • [Replaced by JP-S2 and JP-S4] *Developers will be permitted to use green infrastructure elements such as green roofs, green walls, street trees and waterways to contribute to compliance with CO2 mitigation under Policy EN6, subject to sufficient evidence to quantify their contribution to compliance.*
EN 9: Green Infrastructure	[…] *Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.* […] *Key features of Manchester's green infrastructure will include:* […] • *The provision of new, and improvements to the quality and accessibility of existing green infrastructure assets, to mitigate for any loss of green infrastructure as a result of development such as the Metrolink extension programme.* • *The encouragement of green roofs, green walls, tree planting and other forms of green infrastructure to allow for the adaption to climate change in heavily urbanised areas.* *New green infrastructure provision should be an exemplar of best practice and innovation in terms of both its design and management.*
EN 14: Flood Risk	• *In line with the risk-based sequential approach contained within PPS25, development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).* • *In addition to the requirements for site-specific Flood Risk Assessments (FRAs) set out in PPS25, an appropriate FRA will also be required for all development proposals, including changes of use, on sites greater than 0.5ha within Critical Drainage Areas (CDAs) and Canal Hazard Zones identified in the SFRA.* • [Replaced by JP-S4]. *In CDAs, evidence to justify the surface water run-off approach / rates will be required.* […]

EN 15: Biodiversity and Geological Conservation	*The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:* • *sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);* • *other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);* • *protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);* • […] *Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity,* [replaced by JP-G9]*, contributing to linkages between valuable or potentially valuable habitat areas where appropriate,* […]
EN 16: Air Quality	*The Council will seek to improve the air quality within Manchester,* [replaced by JP-S5]*. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself, including from Combined Heat and Power and biomass plant.* *When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas.*
EN 17: Water Quality	*With reference to the Manchester-Salford-Trafford SFRA and other relevant documents:* • *Development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality, both chemical and ecological;* • [Replaced by JP-S5];
EN 18: Contaminated Land and Ground Stability	[…] *All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.*
EN 19: Waste	*The Council will* • […]

	• *Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.* • […] • *Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.*
PA 1: Developer Contributions	*Where needs arise as a result of development, the Council will seek to secure planning obligations in line with Circular 5/2005, Community Infrastructure Levy regulations or successor regulations/guidance. Through such obligations, the Council may seek contributions for the following with priority assessed on a site by site basis:* […] *The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to 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 any 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. The timing of provision of infrastructure and facilities will be carefully considered in order to ensure that appropriate provision is in place before development is occupied.* […]
DM 1: Development Management	*All development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-* • *Appropriate siting, layout, scale, form, massing, materials and detail.* • *Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.* • *Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.* • *Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.* • *Community safety and crime prevention.* • *Design for health.* • *Adequacy of internal accommodation and external amenity space.* • *Refuse storage and collection.* • *Vehicular access and car parking.* • *Effects relating to biodiversity, landscape, archaeological or built heritage.*

	• *Green Infrastructure including open space, both public and private.* • *The use of alternatives to peat-based products in landscaping/gardens within development schemes.* • *Flood risk and drainage.* • *Existing or proposed hazardous installations.* • *Subject to scheme viability, developers will be required to demonstrate that new development incorporates sustainable construction techniques as follows (In terms of energy targets this policy should be read alongside policy EN6 and the higher target will apply):-* *a) For new residential development meet as a minimum the following Code for Sustainable Homes standards. This will apply until a higher national standard is required:* *Year 2010 – Code Level 3;* *Year 2013 - Code Level 4;* *Year 2016 - Code Level 6; and* *(b) For new commercial developments to demonstrate best practice which will include the application of the BREEAM (Building Research Establishment Environmental Assessment Method) standards. By 2019 provisions similar to the Code for Sustainable Homes will also apply to all new non-domestic buildings.*

Unitary Development Plan	
Policy	Summary
EM8: East Manchester - Ancoats	*Ancoats is a conservation area with many important listed buildings and structures and it has been identified as an Urban Village for mixed use development. Within the Ancoats area development will be permitted which includes:* *i.* […] *ii. A diverse mix of residential uses in terms of type, size and tenure;* *iii.* […]
DC7.1: New Housing Development	*The Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.* […]
DC 19.1: Listed Buildings	*In determining applications for listed building consent or planning applications for development involving or having an impact on buildings of Special Architectural or Historic Interest, the Council will have regard to the desirability of securing the retention, restoration, maintenance and continued use of such buildings and to protecting their general setting. In giving effect to this policy, the Council will:* […] *d. seek to preserve and enhance the settings of listed buildings by appropriate control over the design of new development in their vicinity, control over the use of adjacent land, and where appropriate, by the preservation of trees and landscape features;* […]

DC26.1 / DC 26.5: Development and Noise	*DC26.1 The Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:* *a. the effect of new development proposals which are likely to be generators of noise; and* *b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.* [...] *DC26.5 The Council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.*

Table 3: Relevant Planning Policies



Appendix B – Green and Blue Infrastructure Statement

The below table sets out in detail, the vision for achieving Green and Blue Infrastructure and the objectives towards securing this for the Old Mill Street proposal.

Vision	Response
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 a 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.	The Old Mill Street proposal will transform a vacant and underutilised brownfield site into a high-quality residential development incorporating landscaping, mix of planting, biodiversity enhancements, green roof covering, and sustainable drainage measures. The development will contribute to the environmental quality of the area and existing green infrastructure network whilst providing residents with access to attractive external spaces and nearby green and blue infrastructure assets, including the Rochdale and Ashton Canal Tow Paths, Cotton Field Park, New Islington Marina and the wider East Manchester regeneration corridor. The intended delivery of a 100% affordable housing scheme within a well-designed environment will support the creation of a healthy and sustainable community in a highly accessible city-centre location, appropriate to attract and retain a talented workforce.
Objectives established to enable the vision to be achieved	
Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers	The site currently comprises vacant previously developed land with limited ecological or amenity value. The proposals will introduce new landscaping and biodiversity enhancements that will significantly improve the environmental quality of the site.
Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth	Landscaping proposals form an integral part of the development, helping to soften the urban environment, enhance residential amenity and contribute to local distinctiveness. Sustainable drainage measures will also be incorporated, where appropriate, to support the responsible management of surface water and improve environmental resilience. The development includes:

	↘ Street trees underplanting with shrub to Lampwick Lane; ↘ Mix of shrub, perennial and bulb planting to the north-east façade; ↘ Shade tolerant planting to Old Mill Street; and ↘ An extensive green roof covering.
Improve connectivity and accessibility to green and blue infrastructure within the city and beyond	Considering the size of the site, the proposals will improve connectivity on the micro scale by enhancing the street scene with street trees and planting, which in turn will encourage walking and cycling. This is further supported by a car-free development approach and over a 100% cycle parking provision. Locating high-density development in locations in close proximity to existing and future green and blue infrastructure will also enhance access, by ensuring more residents live within close proximity of green and blue assets.
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	The development will create a greener and more attractive living environment for future residents and will demonstrate the regeneration benefits of bringing a vacant brownfield site back into productive use. Through the delivery of landscaping, biodiversity enhancements and improved environmental quality, the scheme will contribute to healthier lifestyles, support urban biodiversity and reinforce the importance of green and blue infrastructure within Manchester's growing city centre.
Protect and enhance biodiversity and ecological networks.	Ecological assessment work has informed the development proposals and appropriate mitigation, and enhancement measures will be delivered.