

Planning and Transportation Regulatory Panel

Dear Member,

You are invited to attend the meeting of the Planning and Transportation Regulatory Panel to be held as follows for the transaction of the business indicated.

Sian Roxborough
Proper Officer

DATE: Thursday, 2 July 2020

TIME: 9.30 am

VENUE: MS Teams Meeting

In accordance with 'The Openness of Local Government Bodies Regulations 2014,' the press and public have the right to film, video, photograph or record this meeting.

AGENDA

- 5 **Planning applications and related development control issues.** (Pages 1 - 8)

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REPORT

of

Strategic Director Place

To the

Planning & Transportation Regulatory Panel

On

2nd July 2020

Planning Applications and Related Development Control Matters

(Not considered to contain exempt information)

Due to restrictions and Government guidance relating to the Coronavirus, the meeting will be held online and will be streamed live so that anybody with access to the internet can view it.

Ward Members who have registered to speak may make representations to the Panel.

AMENDMENT REPORT

APPLICATION No: 19/74484/REM
APPLICANT: C/O Agent
LOCATION: Land To The West Of , Michigan Avenue, Salford, M50 2GY ,
PROPOSAL: Details of reserved matters for access, appearance,
landscaping, layout and scale for a residential-led development
comprising of 1,298 apartments and 16 townhouses (use class
C3) and 1423sqm of commercial floor space (use classes A1,
A2, A3, A4, A5, B1, D1 and D2) with associated works, pursuant
to outline planning permission 18/72756/OUT
WARD: Ordsall

Additional Observations

Following the publication of the report the applicant has provided more information in respect of daylight.

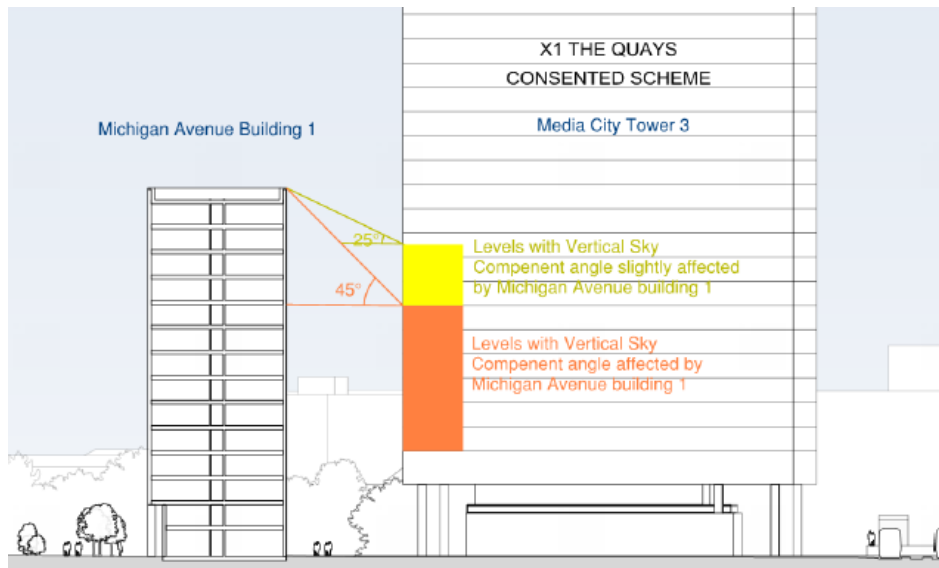
In order to provide some understanding, in accordance with the BRE guidance for daylight, an initial analysis of Vertical Sky Component (VSC) should be undertaken. The VSC measures the potential for good daylight to relevant windows within a building and provides a basic assessment of how much light would be received externally at a window. A more detailed analysis of Average Daylight Factor (ADF) can be undertaken if the VSC analysis identifies any properties of significant concern. ADF provides a more accurate indication of light within rooms based on light received at a window alongside other factors such as room layouts and depths and the size of windows.

The new information assesses the VSC for the north apartments within the X1 development Towers 3 and 4 which are currently under construction. As discussed in the officer report there are four apartments per floor across these two towers which face the application site. The new information considers that only two apartments of the four per floor, will be impacted upon, as the other have alternative windows in either the east or west elevation.

The image below is taken from the daylight report submitted and shows the relationship between the two buildings and the level of apartments which are impacted on the VSC angle.

If the VSC angle is:

- less than 25°, then conventional window design will usually give reasonable results.
- Between 25° and 45°, special measures (taller windows) may be needed to provide adequate daylight
- 45°-65°, it is very difficult to get adequate daylight unless very large windows are used.



This exercise shows that the development will have an impact upon the daylight received into 12 apartments across towers 3 and 4, shown orange above. In respect of the apartments with a VSC which sits between 25 and 45 degrees, shown yellow, these apartments benefit from large windows and building 1 in the proposed development is largely glazed. The report concludes, for these reasons that the yellow shaded apartments will have access to sufficient daylight. It is acknowledged that the apartments in question do not benefit from high levels of sunlight due to their orientation north.

No before and after ADF figures have been provided in respect of towers 3 and 4. However, the impacts are clear from the VSC information that the development will have a detrimental impact directly on the daylight received into 12 apartments within towers 3 and 4. This equates to 2% of the 550 apartments within towers 3 and 4. Given the low level of apartments impacted upon, being mindful of the urban context and the suitability of the site for high density development and that the layout of building 1 has been positioned to accommodate Michigan Walk, the benefits of the scheme clearly outweigh the amenity impacts on neighbouring future occupiers and as such no objections are raised to the development in this regard.

In respect of the internal sunlight impacts within the proposed development, as previously mentioned in the officer report, sunlight information has been provided, albeit not in a BRE format. This shows that sunlight levels to the lower level apartments which directly face other blocks will receive low levels of sunlight, the levels improve the higher up the building.

In respect of the daylight impacts within the scheme. The report highlights that the development has sought to maximise space between the blocks of development and to maximise glazing to apartments especially for the town houses which goes some way to offset units which experience lower VSC levels. The report does not provide a full analysis of the VSC, it states that a small percentage of dwellings do not receive access to a sky view, it quotes the worst affected dwellings to be:

- 2 of the south facing mid apartments in building 1 on floors 1 to 13 (26 apartments)
- 3 of the north facing mid apartments in building 1, on floors 1 to 4 (16 apartments)
- 4 of the south facing mid apartments in building 2, on floors 1 to 6 (24 apartments)

The report goes on to model the ADF for the worst case apartments of building 2 and the town houses as this is considered to represent the worst case for obstruction angles to the south, west, east and north. Two town houses (both floors) were modelled, and 8 apartments on floor 2 were also modelled.

The modelling shows that all rooms assessed, both the apartments and town houses, meet the ADF targets, with the exception of mid apartments, where the kitchen is set back within a deeper floor plan. However, it is acknowledged that this arrangement allows living areas and bedrooms to take full advantage of the daylight. The report concludes that ADF factors only improve as you move up the building, therefore there will be excellent levels of daylight throughout to development.

Whilst the new information does provide actual ADF figures rather than estimates. as previously provided, it is not considered that the level of detail within the new information goes far enough to actually understand the full daylight impacts across the scheme. The report is based on the writer's assumptions of the worst case. The information does not contain the VSC figures and the ADF figures are focused on one block within the development. It is difficult, with the information provided to pinpoint the exact impacts and where amenity may be compromised. However, the Local Planning Authority's stance on this matter remains the same; that based on experience, and when viewing this development as a whole, the majority of future occupiers will have a good standard of daylight and it would be difficult to justify a reason for refusal on these grounds especially being mindful that the layout of the scheme is supported.

An amended phasing plan has been provided which includes the works within the highway. This is acceptable and condition 2 has therefore been amended to reflect this latest plan.

2. The development shall be carried out in accordance with the phasing details set out on drawing XP11532-01-001-GIL-0101 Rev 03

Reason: For the avoidance of doubt and in the interests of good planning.

The report highlighted that the applicant was looking into potential solutions to address comments raised in the Crime Impact Statement regarding limiting access to the rear of buildings 3 and 4. The applicant is still looking into the best solution to provide this limited access but in such a manner that does not create a fortress type appearance that will have a detrimental impact on the landscaping proposals. An acceptable solution will be achievable, therefore in order to ensure that this solution is well thought through, it is considered that the landscaping condition is an appropriate mechanism to secure this. The following informative will be placed on the permission to highlight these requirements moving forward.

7. In respect of condition 13 the applicant's attention is drawn to the Crime Impact Statement which requires the provision of measures to discourage unauthorised access to the rear of building 3 and side of building 4, focusing pedestrian movement along other routes within the development

The published report, highlighted the need for the applicant to offer a sliver of the application site for adoption in order to accommodate the new site accesses, tree pits and laybys within the adopted highway along Michigan Avenue. There are ongoing discussions between the applicant and highways in respect of the final layout of Michigan Avenue, the finished materials and the extent of land to be adopted. In planning terms, the approach shown along Michigan Avenue with high quality materials is supported. However, it is imperative that agreement is reached on the works along Michigan so the Local Planning Authority can be confident that the laybys and servicing strategy presented by the developer can be implemented. It is therefore recommended that, should agreement not be reached on this matter before the planning panel meeting, the final decision on this matter is delegated to the Associate Director Planning and Building Control in consultation with the Chair of panel prior to the planning permission being issued. The agreed highway plan will be added to the list of agreed plans.

The following conditions have also been updated. Condition 1 has been amended to list the relevant drawings:

1. The development shall be carried out in accordance with the following plans
Location Plan - With Consents AL [05]001 P7
Existing Site Plan - With Consents AL[05]005
Site Topographic Survey - With Consents AL[05]006
Demolition Existing Site Plan AL[05]030
Proposed Ground Plan AL[05]100 Rev C
Proposed Roof Plan AL[05]101 Rev C
Proposed GA Basement Plan B01&B02 AL[05]110
Proposed GA Basement Plan B03&B04 AL[05]111
Proposed GA Ground Plan B01&B02 AL[05]112 Rev C
Proposed GA Ground Plan B03&B04 AL[05]113 Rev C
Proposed GA Level 01 Plan B01&B02 AL[05]114 Rev C

Proposed GA Level 01 Plan B03&B04 AL[05]115 Rev C
Proposed GA Low Level Resi Plan B01&B02 AL[05]116 Rev C
Proposed GA Low Level Resi Plan B03&B04 AL[05]117 Rev C
Proposed GA High Level Resi Plan B01&B02 AL[05]118 Rev C
Proposed GA High Level Resi Plan B03&B04 AL[05]119 Rev C
Proposed GA Roof Level Plan B03&B04 AL[05]120 Rev C
Proposed GA Roof Level Plan B03&B04 AL[05]121 Rev C
Proposed GA Section 01 - With Consents AL[05]130
Proposed GA Section 01 - With Consents AL[05]131
Proposed Elevation A (East) - With Consents AL[05]140
Proposed Elevation B (West) - With Consents AL[05]141
Proposed Elevation C (South) - With Consents AL[05]142
Proposed Elevation D (North) - With Consents AL[05]143
Proposed Elevation E (North) - With Consents AL[05]144
Proposed Elevation F (South) - With Consents AL[05]145
Proposed Elevation G (North) - With Consents AL[05]146
Proposed Elevation H (South) - With Consents AL[05]147
Building 01 Elevation North AL[05]150 Rev A
Building 01 Elevation South AL[05]151 Rev A
Building 01 Elevation East AL[05]152 Rev A
Building 01 Elevation West AL[05]153 Rev A
Building 02 Elevation North AL[05]160 Rev A
Building 02 Elevation South AL[05]161 Rev A
Building 02 Elevation East AL[05]162 Rev A
Building 02 Elevation West AL[05]163 Rev A
Building 03 Elevation North AL[05]170 Rev A
Building 03 Elevation South AL[05]171 Rev A
Building 03 Elevation East AL[05]172 Rev A
Building 03 Elevation West AL[05]173 Rev A
Building 04 Elevation North AL[05]180 Rev A
Building 04 Elevation South AL[05]181 Rev A
Building 04 Elevation East AL[05]182 Rev A
Building 04 Elevation West AL[05]183 Rev A
Typical 1 Bed Apartment AL(05)200
Typical 1 Bed Corner Apartment AL(05)201
Typical 2 Bed Apartment AL(05)202
Typical 2 Bed Corner Apartment AL(05)203
Typical 3 Bed Corner Apartment AL(05)204
Typical 2 Bed Townhouse AL(05)205
Typical Façade 1 Bed AL(05)210
Typical Façade 2 Bed AL(05)211
Typical Façade Building Top AL(05)212
Typical Façade Commerical Unit Colonnade AL(05)213 Rev B
Typical Façade Commerical Unit Tower AL(05)214 Rev A
Typical Façade Primary Residential Entrance AL(05)215 Rev B
Typical Façade Secondary Residential Entrance AL(05)216 Rev B
Typical Façade Town House AL(05)217 Rev B
Typical Façade Service Areas AL(05)218 Rev A
Building 01 Elevation North Façade Pattern AL[05]220
Building 01 Elevation South Façade Pattern AL[05]221
Building 01 Elevation East Façade Pattern AL[05]222
Building 01 Elevation West Façade Pattern AL[05]223
Building 02 Elevation North Façade Pattern AL[05]230
Building 02 Elevation South Façade Pattern AL[05]231
Building 02 Elevation East Façade Pattern AL[05]232
Building 02 Elevation West Façade Pattern AL[05]233
Building 03 Elevation North Façade Pattern AL[05]240
Building 03 Elevation South Façade Pattern AL[05]241
Building 03 Elevation East Façade Pattern AL[05]242
Building 03 Elevation West Façade Pattern AL[05]243

Building 04 Elevation North Façade Pattern AL[05]250
Building 04 Elevation South Façade Pattern AL[05]251
Building 04 Elevation East Façade Pattern AL[05]252
Building 04 Elevation West Façade Pattern AL[05]253
Proposed Signage Precedent AL[05]271
Proposed Wind Baffle Study AL[05]275
CGI View Locations AL(05)300
CGI 01 AL(05)301
CGI 02 AL(05)302
CGI 03 AL(05)303
CGI 04 AL(05)304
Proposed CGI - Typical Unitised Façade AL(05)310
Proposed CGI - Typical Podium Top AL(05)311
Proposed CGI - Typical Tower Top AL(05)312
Proposed CGI - Typical Façade At Core AL(05)313
Proposed CGI - Typical Unitised Corner AL(05)314
Proposed CGI - Typical Townhouse AL(05)315
Proposed CGI - Typical Service Area AL(05)316
Proposed CGI – Courtyard AL(05)320
Proposed CGI – Colonnade AL(05)321
Proposed CGI - Tower Base AL(05)322
Proposed CGI - Unitised Façade AL(05)323
Proposed Precedent – Materiality AL(05)332

Reason: For the avoidance of doubt and in the interests of good planning.

Conditions 4 and 23 have been amended to reflect the phasing of the development:

4. Prior to first occupation of the residential units in each phase of the development hereby approved a Site Completion Report confirming that all necessary noise attenuation measures as identified in condition 3 have been installed shall be submitted to and approved in writing by the local planning authority. The noise attenuation measures shall be retained thereafter.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

23. Prior to any phase of the development being brought into use full details of all wind mitigation measures proposed within that phase of the development, including a timetable for implementation, shall be submitted to and approved in writing by the local planning authority. The development shall thereafter be implemented in accordance with the approved details and timetable and retain as such thereafter.

Reason: To safeguard the amenity of all users of the development hereby approved in accordance with policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Condition 7 and 8 have been amended to allow the development more flexibility in timing:

7. No above ground construction works shall take place on either phase 1 or 4 until a scheme to minimise dazzle (informed by a glint and glare study) to tram drivers due to building glazing has been submitted to and approved in writing by the local planning authority (in consultation with Transport for Greater Manchester). The development shall thereafter be implemented in accordance with the approved scheme.

Reason – To prevent the development from impacting on the operation of the Metrolink in accordance with Unitary Development Plan Policies ST5 and A3 and the National Planning Policy Framework.

8. No above ground construction works on each phase shall take place, until full details of all the materials to be used externally on the relevant phase shall be submitted to and approved in writing by the Local Planning Authority. All materials shall accord with the specification as set out in the JBA Façade Study V1 dated April 2020. A sample panel of the materials, the size and detail of which shall first be agreed in writing by the local planning authority, shall be erected on site prior to any discharge application relating to this condition being submitted and shall be available for inspection by the Local Planning Authority. The sample panel shall include full details of the colour, type and design of jointing/coursing materials. The development shall be constructed in accordance with the approved materials.

Works allowed will include, piling, foundations, any works of or associated with demolition, site clearance, remediation works, environmental or archaeological investigations, site and soil surveys, erections of contractors work compounds, erection of site office, erection of fencing to site boundaries, marking of site boundaries and laying out of access roads and services.

Reason: In order to ensure a satisfactory appearance in the interests of visual amenity in accordance with Policy DES1 of the City of Salford Unitary Development Plan and the requirements of the National Planning Policy Framework.

Condition 16 has been updated following comments from Landscaping:

16. No works on the landscaping within phase 1 shall commence until details of the swales within Michigan Walk have been submitted to and approved in writing by the local planning authority. The details shall include the layout, size and construction details of the proposed swales, including proposed levels and cross sections and a timetable for implementation. The proposed swales shall be constructed in accordance with the details agreed and retained thereafter.

Reason: To provide betterment in terms of surface water discharge rates policies EN19 and EN22 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Condition 21 has been amended to reflect concerns of TfGM:

21. Prior to first occupation of any phase of the development hereby approved a Parking and Servicing Management Strategy for any phase of the development, shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall secure that no servicing is undertaken from Michigan Walk, include how deliveries to the site, other than waste refuse and car parking within the site will be managed and measures to ensure that vehicles are not parked within the public realm or access onto Metrolink Land. A verification report to demonstrate that servicing management arrangements have been implemented in accordance with the approved strategy shall be submitted to and approved in writing by the Local Planning Authority within 6 months of first occupation of the phase and the development shall continue to operate in strict accordance with the approved details thereafter.

Reason: To ensure that the development is adequately serviced in accordance with policies DES1 and A3 of the City of Salford Unitary Development Plan and in the interest of pedestrian safety in accordance with policies A2 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

APPLICATION No: 20/75125/REM
APPLICANT: Mr Rob Haslam
LOCATION: Plot H, Logistics North Land Off Lomax Way , (Logistics North Spine Road) , Logistics North , Salford
PROPOSAL: Details of Reserved Matters planning application pursuant to outline planning permission 13/63740/EIAHYB for access, appearance, landscaping, layout and scale for industrial/warehouse building with yard, parking and associated supporting infrastructure.
WARD: Little Hulton

Additional information report

Since the publication of the report the following amendments have been made: -

The number of disabled car parking spaces has been reduced from 4 to 3. The 4.no disabled car parking spaces previously proposed, exceeded the minimum standard required for a development of this nature. The provision of an additional electric vehicle charging point (from 5 to 6) has therefore been sought which further enhances the sustainability of the development. The wording of condition 11 has therefore been amended to read

“The 6 electric vehicle charging points shall be implemented in accordance with the details shown on approved drawing 0150 Rev C (Unit H1 Cycle Shelter Details) and shall be made available for its intended use prior to the occupation of the development hereby approved and shall be retained thereafter”.

With regard to condition 3, the wording has been amended from ‘*Prior to first occupation of the development...*’ to now read ‘*Prior to use of any part of the site for open storage...*’. The wording has been changed at the request of the applicant because the requirement for open storage use is unlikely to be known in detail upon first occupation and may change over time. The change in wording of the condition allows an element of flexibility to the potential end user.

The Panel is also asked to note that the display date of the site notice should read the 5th June 2020 and not 5th July 2020, as published.