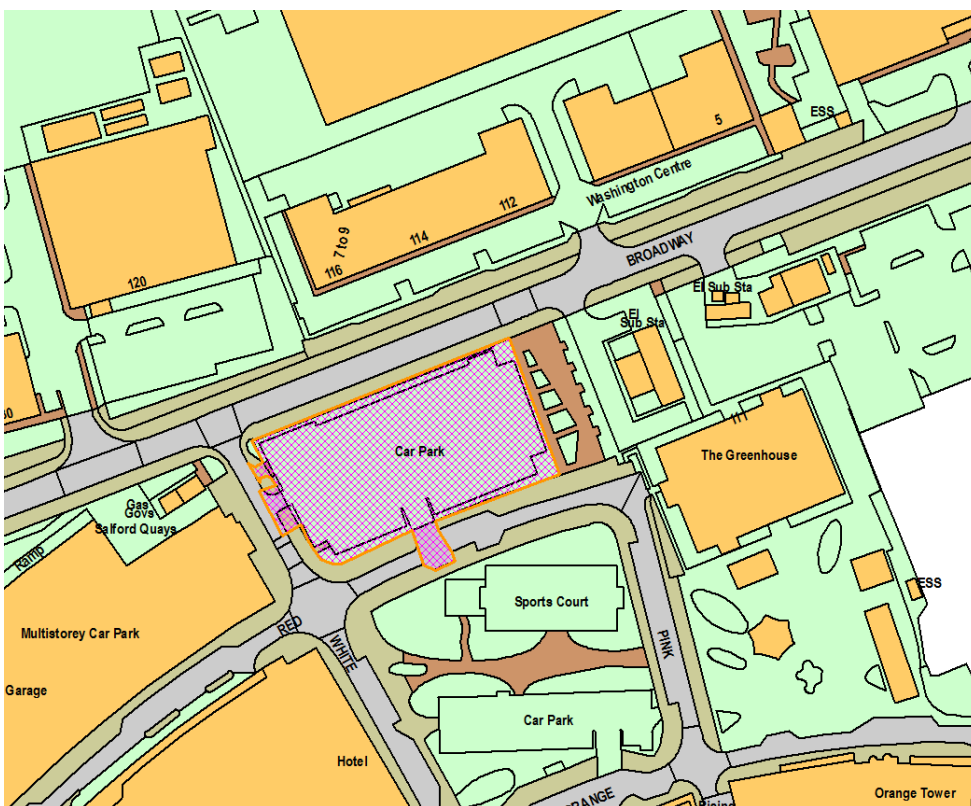


APPLICATION No: 19/74447/FUL
APPLICANT: Glenbrook MC Limited C/O Agent
LOCATION: Plot D3, White, Media City UK, Salford, M50 2EQ
PROPOSAL: Proposed residential development comprising of 280 apartments (use class C3) and 278sqm of ground floor commercial floorspace (use classes A1/A3) within two blocks of 14 storeys and 17 storeys with a single storey link along with associated access and landscaping works.
WARD: Ordsall



Description of Site and Surrounding Area

This application relates to a 0.3ha site which sits to the south of Broadway in Salford Quays. The site forms part of Media City and is currently used as a short stay, pay and display car park. Access into the car park is sought from Red with egress onto White. The site is level however the ground level surrounding the site slopes up northwards and as such along Broadway the pavement level is approximately 0.5m higher than the level of the site. The site is enclosed by knee rails. The car park provides spaces for 106 cars, 4 of which are allocated for disabled use, and 15 cycle spaces.

There are a variety of land uses in the vicinity of the site. To the west is The Garage, a multi storey car park. At ground floor within this building, fronting onto White is Booths Supermarket. Immediately south is a landscaped area with a sports court and flat surface car park. To the west adjoining the site is an area of public realm which provides a pedestrian connection from Broadway to Red/Pink. Beyond this public realm is an existing substation and to the south of the substation is the Greenhouse which is an office building of a temporary construction. To the north of the site on the opposite side of Broadway are industrial/commercial premises.

Description of Proposal

Planning permission is sought for the erection of 280 apartments and 278sqm of commercial floorspace. Two blocks of apartments are proposed, one 14 storeys and the other 17 storeys. The two blocks would be connected by a single storey glazed link which would form the entrance into the residential part of the scheme, accessible from both the north and south. At ground floor, along the Red frontage there would be the commercial units and residents amenity spaces.

The proposed residential accommodation ranges in size from 1 to 3 bedrooms, with the three bedroom dwellings located on the upper floors of the building. The applicant has confirmed that all the units will be for market sale. In terms of the commercial unit the applicant is seeking consent for either A1 retail or A3 food and drink. The hours of operation are unknown.

A new vehicle entrance into the site is sought from White. This will provide access into a car park to the west of the building which will be designated for Booths. This then leads onto a further car park to the north of the building which will be used by future residents. In total 25 car parking spaces are proposed.

Relevant Site History

The site already has the benefit of planning permission as part of the wider regeneration of Quays Point under:

06/53168/OUT - Outline application to include layout and access in respect of the redevelopment of 15.1 hectares of land to provide mixed use development comprising business, studios and production space, residential, live/work units, retail (including shops, financial and professional services, restaurants and cafes, drinking establishments and hotfood takeaways), hotel and leisure together with associated car parking, highway works and open space – Approved 26th October 2006

16/68301/REM - Reserved matters application for the appearance, landscaping and scale of 4.no apartment blocks (Use Class C3), 2 no. office blocks (Use Class B1), 1 no. multi storey car park (Use Class Sui Generis) with additional offices (Use Class B1), live/work units (Use Class C3/B1) and commercial units (Use Classes A1, A2, A3, A4, A5 and D2) with associated car parking, landscaping and works at Plots B5, C3, C4, C6, D3, D4 and D5 of MediaCityUK pursuant to outline planning permission 06/53168/OUT – Approved 1st September 2016

Approval was given on this site for 182 apartments, 525sqm of office space and a multi storey car park providing for 434 car parking spaces 41 cycles parking spaces and 46 motor cycle spaces, within a part 6 / part 31 storey building.

Publicity

Site Notice: Non HH Article 15 Date Displayed: 2 December 2019

Reason: Article 13

Press Advert: Manchester Weekly News Salford Edition Date Published: 5 December 2019

Reason: Article 15 Standard Press Notice

Neighbour Notification

435 neighbouring occupiers have been notified of the application.

Representations

3 letters of representation have been received in response to the application publicity. The issues that have been raised are summarised below:

- The relocated cycle provision from the existing car park is not convenient for cyclists who use Booths as it is 100m from the Booths Store. This will lead to bicycles being locked to street furniture.
- Concerns that building/construction works could damage power/communications in the area and this would have a detrimental impact upon local businesses that heavily rely on this infrastructure. Questions have been asked about what steps are in place to protect this from happening.

- There should be no further development within Media City UK until current non-compliant cladding scandal has been resolved. Apartment blocks within Media City UK have the same ACM cladding as Grenfell.

Consultations

Design For Security - Recommend a condition to reflect the physical security specifications set out in the Crime Impact Statement.

Air Quality, Noise and Contaminated Land - No objection to the development subject to conditions in respect of noise, air quality and contaminated land.

Senior Drainage Engineer - No objection to the development subject to conditions in respect of flood risk and surface water drainage.

Highways - No objection subject to conditions to secure highway works, Traffic Regulation Orders, construction method statement and travel plans.

Environment Agency - No objection subject to conditions in respect of contaminated land and controlled waters.

Greater Manchester Archaeological Advisory Service - Are satisfied that there is no known or potential archaeological interest and that no archaeological mitigation is necessary.

Greater Manchester Ecological Unit - No objections.

United Utilities – Do not object to the proposal; subject to conditions relating to foul water and surface water. Comments have been provided on site drainage, waste water assets, the management and maintenance of SUDs, water supply and United Utilities assets.

Planning Policy

Development Plan Policy

The Greater Manchester Spatial Framework Draft 2019 (“GMSF”) and the Revised Draft Local Plan 2019 were subject to public consultation until 18th March and 22nd March 2019 respectively. They will go through a number of further stages, including examination at a public inquiry, before they are adopted. Adoption is expected to take place towards the end of 2020 or early 2021.

Now the GMSF and Local Plan are published documents decisions, including those by the Council and ultimately by inspectors on appeal, are able to start to afford them some weight as emerging policies. However, as the weight given depends on the stage of the plan; unresolved objections; and consistency with the Government’s policies, the weight currently to be attached to the GMSF and Local Plan is only limited. The weight moving forward will be reviewed and is likely to depend on the extent to which there are unresolved objections emerging from the consultation process.

In addition, following the publication of the National Planning Policy Framework (NPPF) it is necessary to consider the weight which can be afforded to the policies of the Council's adopted Unitary Development Plan (paragraph 213 NPPF February 2019).

In terms of this application it is considered that the relevant policies of the UDP can be afforded due weight for the purposes of decision making as the relevant criteria within the UDP policies applicable to the proposed development are consistent with the policies contained in the NPPF.

Unitary Development Plan ST1 - Sustainable Urban Neighbourhoods

This policy states that development will be required to contribute towards the creation and maintenance of sustainable urban neighbourhoods.

Unitary Development Plan ST7 - Mixed-use Development

This policy states that mixed use development schemes that minimise the need to travel will be focused towards specific areas including Lower Broughton.

Unitary Development Plan ST12 - Development Density

This policy states that development within regional centres, town centre and close to key public transport routes and interchanges will be required to achieve a high density appropriate to the location and context.

Unitary Development Plan ST14 - Global Environmental

This policy states that development will be required to minimise its impact on the global environment. Major development proposals will be required to demonstrate how they will minimise greenhouse gas emissions.

Unitary Development Plan MX1 - Development in Mixed-use Areas

This policy states that a wide range of uses and activities (housing, offices, tourism, leisure, culture, education, community facilities, retail, infrastructure, knowledge-based employment) are permitted within the identified mixed use areas (Chapel Street East, Chapel Street West, Salford Quays, Ordsall Lane Riverside Corridor).

Unitary Development Plan DES1 - Respecting Context

This policy states that development will be required to respond to its physical context and respect the positive character of the local area in which it is situated and contribute towards a local identity and distinctiveness.

Unitary Development Plan DES2 - Circulation and Movement

This policy states that the design and layout of new development will be required to be fully accessible to all people, maximise the movement of pedestrians and cyclists through and around the site safely, be well related to public transport and local amenities and minimise potential conflicts between pedestrians, cyclists and other road users.

Unitary Development Plan DES4 - Relationship Development to Public Space

This policy states that developments that adjoin a public space shall be designed to have a strong and positive relationship with that space by creating clearly defining public and private spaces, promoting natural surveillance and reduce the visual impact of car parking.

Unitary Development Plan DES5 - Tall Buildings

This policy states that tall buildings will be permitted where: the scale of the development is appropriate; the location is highly accessible; the building would positively relate to adjacent public realm; is of high quality design; makes a positive contribution to the skyline; would not detract from important views; would not cause unacceptable overshadowing or overlooking, detrimental to the amenity of neighbouring occupiers; be no unacceptable impact on the setting of a listed building or value of a conservation area; be no unacceptable impact on microclimate; be no unacceptable impact on telecommunications; and there would be no unacceptable impact on aviation safety.

Unitary Development Plan DES7 - Amenity of Users and Neighbours

This policy states that all new development, alterations and extensions to existing buildings will be required to provide potential users with a satisfactory level of amenity in terms of space, sunlight, daylight, privacy, aspect and layout. Development will not be permitted where it would have an unacceptable impact on the amenity of occupiers or users of other development.

Unitary Development Plan DES9 - Landscaping

This policy states that hard and soft landscaping should be provided where appropriate that is of a high quality and would enhance the design of the development, not detract from the safety and security of the area and would enhance the attractiveness and character of the built environment.

Unitary Development Plan DES10 - Design and Crime

This policy states that developments must be designed to discourage crime, antisocial behaviour, and the fear of crime. Development should i) be clearly delineated ii) allow natural surveillance iii) avoid places of concealment iv) encourage activity within public areas.

Unitary Development Plan H1 - Provision of New Housing Development

This policy states that all new housing will contribute toward the provision of a balanced housing mix; be built of an appropriate density; provide a high quality residential environment; make adequate provision for open space; where necessary make a contribution to local infrastructure and facilities required to support the development; and be consistent with other policies of the UDP.

Unitary Development Plan H4 - Affordable Housing

This policy states that in areas that there is a demonstrable lack of affordable to meet local needs developers will be required by negotiation with the city council to provide an element of affordable housing of appropriate types.

Unitary Development Plan H8 - Open Space Provision with New Housing

This policy states that planning permission will only be granted where there is adequate and appropriate provision for formal and informal open space, and its maintenance over a twenty-year period. Standards to be reached will be based upon policy R2 and guidance contained within Supplementary Planning Documents.

Unitary Development Plan A2 - Cyclists, Pedestrians and the Disabled

This policy states that development proposals, road improvement schemes and traffic management measures will be required to make adequate provision for safe and convenient access by the disabled, other people with limited or impaired mobility, pedestrians and cyclists

Unitary Development Plan A8 - Impact of Development on Highway Network

This policy states that development will not be permitted where it would i) have an unacceptable impact upon highway safety ii) cause an unacceptable restriction to the movement of heavy goods vehicles along Abnormal Load Routes.

Unitary Development Plan A10 - Provision of Car, Cycle, Motorcycle Park

This policy states that there should be adequate provision for disabled drivers, cyclists and motorcyclists, in accordance with the Council's minimum standards; maximum car parking standards should not be exceeded; and parking facilities should be provided consistent with the provision and maintenance of adequate standards of safety and security.

Unitary Development Plan EN17 - Pollution Control

This policy states that in areas where existing levels of pollution exceed local or national standards, planning permission will only be granted where the development incorporates adequate measures to ensure that there is no unacceptable risk or nuisance to occupiers, and that they are provided with an appropriate and satisfactory level of amenity.

Unitary Development Plan EN18 - Protection of Water Courses

This policy states that development will not be permitted where it would have an unacceptable impact on surface or ground water.

Unitary Development Plan EN19 - Flood Risk and Surface Water

This policy states that any application for development that it is considered likely to be at risk of flooding or increase the risk of flooding elsewhere will need to be accompanied by a formal flood risk assessment. It should identify mitigation or other measures to be incorporated into the development or undertaking on other land, which are designed to reduce that risk of flooding to an acceptable level.

Unitary Development Plan EN22 - Resource Conservation

This policy states that development proposals for more than 5,000 square metres of floorspace will only be permitted where it can be demonstrated that the impact on the conservation of non-renewable resources and on the local and global environments, has been minimised as far as practicable; and full consideration has been given to the use of realistic renewable energy options, and such measures have been incorporated into the development where practicable.

Unitary Development Plan DEV5 - Planning Conditions and Obligations

This policy states that development that would have an adverse impact on any interests of acknowledged importance, or would result in a material increase in the need or demand for infrastructure, services, facilities and/or maintenance, will only be granted planning permission subject to planning conditions or planning obligations that would ensure adequate mitigation measures are put in place.

Other Material Planning Considerations

National Planning Policy

National Planning Policy Framework
National Planning Practice Guidance

Local Planning Policy

Supplementary Planning Document - Planning Obligations

This policy document expands on the policies in Salford's Unitary Development Plan to provide additional guidance on the use of planning obligations within the city. It explains the city council's overall approach to the

use of planning obligations, and sets out detailed advice on the use of obligations in ensuring that developments make an appropriate contribution to mitigate the impacts of the development.

Planning Guidance - Housing

The purpose of the guidance is to ensure that the residential development coming forward in Salford contributes to establishing and maintaining sustainable communities, tackles the specific housing and related issues that face Salford, and helps to deliver the vision and strategy of the UDP, the Housing Strategy and the Community Plan.

Supplementary Planning Document - Design and Crime

This policy document contains a number of policies used to assess and determine planning applications and is intended as a guide in designing out crime.

Planning Guidance - Flood Risk and Development

The overarching aim of the planning guidance is to ensure that new development in areas at risk of flooding in the city, is adequately protected from flooding and that the risks of flooding are not increased elsewhere as a result of new development.

Planning Guidance - MediaCity UK and Quays Point

This guidance relates to the intention to establish MediaCity UK on approximately 220 ha of land in and around Salford Quays and Trafford Wharfside, with the 14.8 ha Quays Point site at its core. The Vision is to create a globally significant new media city. The intention is to create a modern digital city for the UK, where creative talent is drawn by the quality and excitement of the environment and the range and mix of people.

Supplementary Planning Document - Design

This document reflects the need to design in a way that allows the city to support its population socially and economically, working with and inviting those affected into an inclusive decision making process. Equally, development must contribute to the creation of an environmentally sustainable city supporting the natural environment minimising the effects of, and being more adaptable to, the potential impact of climate change.

Supplementary Planning Document - Sustainable Design and Construction

This policy document expands on policies in Salford's Unitary Development Plan to provide additional guidance for planners and developers on the integration of sustainable design and construction measures in new and existing developments.

It is not considered that there are any local finance considerations that are material to the application.

Appraisal

Principle of Development

The site is situated within Salford Quays and therefore falls under the saved policy UDP MX1. The policy allows for a range of uses; housing, retail and food and drink uses are identified as appropriate where consistent with the retail and leisure policies of the UDP.

Saved UDP Policy MX1 is supplemented by the MediaCity:UK and Quays Point Planning Guidance, which identifies this site as being within Quays Point. Policy MC:UK1 of this guidance identifies that within the Quays Point area a mix of uses will be promoted including commercial office development, retail, leisure, tourism and residential development.

Dwelling Mix –

Policy H1 is supplemented by policies HOU1 and HOU2 of the Housing Planning Guidance which provide guidance on the type and size of new residential accommodation across the city. Policy HOU1 identifies that within the Regional Centre, the very high level of accessibility, the scale of the existing buildings, and the need to support that area's development as a vibrant city centre location, means that apartments will normally be the most appropriate form of housing provision. Paragraph 4.7 of the reasoned justification to the policy does however recognise the need to ensure that developments within the Regional Centre provide a broad mix of dwelling types to support more mixed and sustainable communities and that this will include the provision of larger dwellings that are more adaptable to a variety of needs, and units that have their own outdoor space such as roof terraces or gardens (for ground floor units).

Policy HOU2 of the Housing Planning Guidance sets out guidance in relation to the size of new dwellings, and identifies that apartments should provide a broad mix of dwelling sizes, both in terms of the number of bedrooms and the net residential floorspace. The policy states that small dwellings (i.e. studios and one bedroom apartments) should not predominate, and that a significant proportion of three bedroom apartments should be provided wherever practicable. The reasoned justification to the policy confirms that the majority of apartments in new developments should normally have two or three bedrooms, with a floorspace and layout that makes them adaptable to changing needs (typically 57sqm or above). It also confirms that a significant proportion of three bedroom apartments should be provided unless it can be demonstrated that this is impracticable, and these should be in a mix of locations within the development rather than simply being in the form of penthouses.

The proposed development would provide for 280 market apartments. Given the Quays is a highly accessible location with good public transport links, by notably the Metrolink, it is considered that this is an appropriate location for an apartment led residential development.

The proposed mix of dwellings is as follows:

Dwelling	Number of units	Percentage	Floorspace (sqm)
1 bed apartment	132	47%	45 to 46 sqm
2 bed apartment	136	49%	65 to 71 sqm
3 bed apartment	12	4%	90sqm to 91sqm
Total	280		

From the mix outlined above it is clear that the majority of the units have two or three bedrooms which accords with HOU1. The floorspace of the two and three bedroom apartments also accords with policy HOU2.

Across the development 4% of the units would have three bedrooms. Policy MC:UK1 encourages an innovative approach to the provision of suitably high density family accommodation. Despite being encouraged to increase the number of three bedroom units within the scheme the applicant has been reluctant to do so. The applicant has stated that their professional advisers have informed them that whilst there is a need for three bedroom apartments in the area this demand does not justify any further increase than the 12 units which are being provided. The proportion of three bed apartments in this scheme is lower compared to those consented in other apartment developments within the immediate area. However being mindful of the design of the scheme, in two blocks, and that the apartments do not benefit from private outdoor amenity space, it is accepted that it would not be desirable for family accommodation and it would be difficult to mount an argument to refuse this application on the number of three bedroom units.

Retail Use -

The proposal application includes the provision of 278sqm of commercial floorspace which could be used for either A1 (Shops) or A3 (Restaurants and Cafes). The proposed commercial unit will be at the ground floor of the development on the corner of White and Red.

It is the aspiration of the council for Salford Quays to be designated as a town centre via the Local Plan. Since the 1980s, Salford Quays has gradually been transformed into a vibrant mixed use area with well-established tourism, employment, retail and residential functions. There continues to be significant development potential. Given the role of Salford Quays within Greater Manchester and its increasing wider prominence through the development of Media City, it is deemed essential that its strong economic function is driven and supported through the Local Plan.

The scale and nature of development (including main town centre uses) that is already located within Salford Quays is considered sufficient to justify its designation as a town centre in the Local Plan. Significant change and development will continue to take place during the plan period, which provides further justification for designating a town centre in this location. Whilst only limited weight can currently be placed on the emerging Local Plan and the designation of Salford Quays as a town centre, the council would not want to prejudice the future success of Salford Quays.

Paragraph 86 of the NPPF sets out local planning authorities should apply a sequential test to planning applications for main town centre uses which are neither in an existing centre nor in accordance with an up-to-date plan. Main town centre uses should be located in town centres, then in edge of centre locations; and only if suitable sites are not available (or expected to become available within a reasonable period) should out of centre sites be considered. Salford Quays is not a designated centre, and for this reason, taking a strict interpretation of NPPF policy, a sequential site search exercise should have been undertaken by the applicant.

However, being mindful of the council's aspirations in the Local Plan to designate Salford Quays as a town centre, it is considered that in this instance a sequential test is not required in support of the application.

As the proposed floorspace of the retail unit is 278sqm then there is no requirement for an impact assessment to be undertaken.

The provision of commercial development would accord with proposed uses which are promoted through policies MX1 and MC:UK1. The provision of residential units would provide homes in a sustainable location to meet housing need. A commercial unit of this size will add to the offer that currently exists and would enhance the vitality and viability of Salford Quays supporting the future success of Salford Quays and the ambition to create a local centre at the Quays. The principle of development would therefore be consistent with Unitary Development Plan saved policies ST1, ST7, ST9, MX1, H1, MediaCity:UK and Quays Point and Housing Planning Guidance.

Design and Landscaping

The proposed development plot, known as D3, respects the wider Media City masterplan, in which the public realm radiates from the waterfront. The size of the site has shaped the footprint of the development. The proposed building itself is located towards the south east corner of the site, this positioning provides an active frontage to Red and allows space to the north and west of the site for car parking. The location of the area of parking to the west of the proposed building is required as this will serve the Booths which is located on the opposite side of White.

The residential accommodation will be located within two blocks, between the two blocks is a glazed link which will provide the main residential entrance into the building. This arrangement allows the building to have two entrances, one from Broadway and the other from Red, this will create activity to both street frontages ensuring the building does not have an obvious 'front' and 'back'. There are comments within the submission that this will provide a pedestrian link through the site. Whilst this is correct it will only be for the benefit of the future occupiers as this route will not be available for public use.

A commercial unit is proposed along the Red Frontage, the shop front for this unit would wrap around the south west corner of the building and this will help to create some ground floor animation along White. Space has been provided between the building and Red to allow for the retail unit to have an external seating area, if required, this unit will be provided with defensible space by provision of street trees.

Resident's amenities are also proposed at ground floor along the Red frontage. This amenity space incorporates an external seating area close to the main entrance into the building which will help to promote high levels of surveillance. The glazed frontage also wraps around the south east corner of the building to provide some surveillance of the pedestrian link to the east of the site. On the other side of the pedestrian link that runs along the eastern boundary of the site is a substation, which does not provide opportunities for natural surveillance of this existing pedestrian link. The sub-station is to remain as it is today and is unlikely to form any part of the wider redevelopment proposals. Therefore this scheme presents the only realistic chance to provide natural surveillance of this route and in light of this it is considered that the surveillance opportunities provided from the resident's amenities over this pedestrian link is less than ideal. However being mindful of the wider picture that each boundary of the site has a main frontage, that there is a need for back of house/servicing areas within the building and that it is appropriate to focus the main frontage of the development along Red, it is considered that this arrangement is appropriate. Although the active frontage at ground floor level along this route is limited, there will be a degree of overlooking from the apartments at first floor and above. The pedestrian link also contains some landscaped areas, the landowner has agreed with the applicant that the landscaping within this pedestrian route can be replanted with trees/shrubs which will help to open up views, prevent areas of concealment and maximise surveillance, this will be secured by condition.

It is acknowledged that the majority of the back of house requirements will be along the Broadway elevation, most of this will be screened as the building is set back from White and Broadway within intervening car parking provision and the provision of landscaping between. However there are concerns about the visual impact of parking around the building particularly when viewed from White and Broadway. The applicant has sought to justify the provision of on-site car parking and this is discussed and accepted within the highway section of the report, below. In order to minimise the visual impact of the car parking the applicant has introduced a series of hedges and raised planters along the Broadway boundary. Also the existing ground level within the site is being retained therefore the car parking is at a lower level and as such cars will be less visible from views along Broadway. This level of landscaping also achieves a greening of Broadway which is supported within the Media City Planning Guidance and secures the site creating a clear defined boundary between private and public spaces.

In terms of building heights the Media City Planning Guidance envisages *'a string of taller buildings.....along the northern and eastern boundary of the Quays Point area, creating an identifiable and recognisable skyline in the vicinity of Broadway and the Broadway Metrolink Station. Where taller buildings are developed, they will range in height from twelve to over twenty storeys, generally positioned at the corners of the larger urban blocks and to the perimeter of the area to reduce overlooking and overshadowing'*.

The proposed building is of a comparable height to development in the area. Unlike the extant scheme which proposed a 6 storey building with a single 31 storey tower, the scheme proposed two blocks of development which are comparably the same height as the existing built form which is already within Media City. This approach strictly does not accord with the vision of the planning guidance. The applicant has sought to justify the height of the development on the grounds of their development model, outlining that building in one block or taller than 17 storeys would impact on the schemes viability and deliverability. Whilst the increase height has been encouraged the benefit of such height will only be visible from long range views and given the variety of heights from within Quay Point and that proposed under the extant permissions for the remainder of the site it would be difficult to substantiate a reason for refusal on these grounds.

Overall the approach to the elevations is considered acceptable. The development has a 360 degree frontage and as such the development has been designed to address this ensuring that there are no blank elevations. The window arrangement on the elevations is such that it creates a rhythm across the building and achieves a good solid to void relationship. The building has been designed to have a strong vertical emphasis by the placement of windows and the brick between the windows running the height of the building. The window openings include a chamfered panel which alternates down the building. This together with the deep window reveals ensures that there is visual relief to the elevations. The window openings in the top two storeys of the building have a differing design, still respecting the overall proportions of the window openings. At the top level there is a deeper recessed window with a metal chamfer to compliment the brick and below this the windows have two window chamfered edges. This subtle change in design at the upper level gives the building a top. Above this will be an aluminum parapet and behind this will be a roof balustrade, both of these will be set back from the main elevation and therefore their visual presence within the street scene will be limited. The vertical brick between the windows continues to the ground floor level where there will be series of glazed elements or solid elements to reflect the nature of the activity at ground floor within the building.

Each block would be constructed from brick, each in a different colour. In the elevations shown with the application the taller tower would have a buff/grey brick and the other would have a red/brown brick. This approach is considered acceptable and would give each block their own individual identities but with uniformity with the design approach to the elevations. During the course of the application the brick chamfered panel within the main elevations have been replaced with a metal panel like that proposed at the top floor levels. The loss of the brick is regrettable as it does not clearly define the top of the building as the brick detail did. However it is not considered that this change detracts from the overall elevation which would warrant the refusal of the application.

Between the buildings is a glazed single storey link which will include an entrance feature to clearly demark the entrance into the building. It is envisaged that this will reference the chamfered detailing on the main building in a metal finish. This detail is still being refined and whilst the principle of what is being proposed is acceptable a condition is recommended to agree the final design of this element of the building prior to the commencement of development.

The proposed siting of the building, height, massing, design of the building elevations and the material palette proposed is considered appropriate for the development and the wider area, noting that existing buildings within Quays Point comprise a variety of different materials and architectural styles. The development therefore complies with UDP Policies DES1 and DES5 in respect of its detailed design and appearance.

In order to ensure high quality materials and details are delivered in the development, a condition is recommended, if planning permission is granted, to require the submission of jointing details and samples of all materials proposed.

The proposed landscaping strategy as submitted shows the general arrangement around the site; due to the need for servicing and car parking, the majority of the site will be hard surfaced, re-inforced grass block paving will be used in places to green up the space around the building to ensure that the hardsurfacing does not dominant. As discussed earlier in the report, soft landscaping will be located along the boundary with Broadway in raised planters with hedging. To the front of the site the scheme will include 7 street trees and a soft landscaped area on the corner of White and Red. The scheme includes a decked terrace whilst landscape details have been provided for this, such a scheme maybe subject to change due to wind conditions. Whilst the

overall landscaping details are generally acceptable there are details which require further consideration including; details of paving materials; planting schedules, details of topsoil specification and depths, root barrier systems and details of future management and maintenance. A detailed and comprehensive landscape scheme for the site will be secured by condition and subject to this the scheme is considered to accord with UDP policy DES9.

Crime and Design

The application has been supported by a Crime Impact Statement (CIS). The CIS sets out the positive aspects of the scheme which include; access from Broadway being gated for residents use only; the lobby, back of house office and post boxes being located to centrally improved security within the building, cycle parking being within a secure room, and that the commercial unit being self-contained. The CIS also draws on the fact that the proposed development when occupied will bring additional activity to the area during the day and night which will increase the security of the development and those in the surrounding area too.

The CIS raised a number of points which need to be considered to improve the security of the development. There are points such as access into the car park and recessed doors which have been addressed during the course of the application. The CIS raises concerns about the recessed entrance into the building and that this could conceal an offender or present opportunities for loitering; however the CIS goes on to state that with the adjacent commercial unit and given the entrance will be glazed to maximise views that this on balance is acceptable subject to being lit appropriately. A condition is recommended to secure an external lighting scheme for the site. This will also address lighting to the car park (including undercroft spaces) which was raised in the CIS as a potential matter to consider.

The report makes a number of recommendations on how the building is managed in terms of restricting access to parts of the development to residents only and the specification of fixtures and fittings within the development. It is considered that these recommendations sit outside remit of planning. However to ensure the applicant has due regard to these recommendations the applicant's attention will be drawn to these points by an informative.

It is considered that the information submitted demonstrates that the scheme has been designed to ensure that it does not increase opportunities for crime and anti-social behaviour in accordance with UDP Policy DES10. In addition, the development of the site presents an opportunity to improve security in the area through the introduction of increased activity and active frontages onto streets.

Highways

The planning application has been supported by a Transport Note (TN) and Travel Plan (TP). These have been reviewed by both Transport for Greater Manchester (TfGM) and the Local Highway Authority (LHA).

The application site benefits from an extant planning permission for 182 apartments, 525sqm B1 office space and a 434 space multi-storey car park. The TN states that relative to that 'Base' case, the standalone impact of the proposed changes to Plot D3 would see a significant reduction in traffic movements. As such the TN concludes that there is no need to consider traffic impact any further in respect to this application. The LHA agrees with this position and agrees that this application would generate much less traffic than the extant permission. Therefore the LHA raises no objection to the principle of this proposal.

The extant permission on this site provided for a 434 space multi storey car park which would serve the Media City development. This would not come forward now if this permission was implemented. Car parking would be provided on site with 10 spaces for Booths and the remainder for future occupiers of the development. The LHA have requested that consideration is given to the net loss of 408 spaces. The extant consents would provide 4500 parking spaces across the outline permission and a condition was imposed setting this as the maximum number allowed in the interest of encouraging sustainable travel. Although the loss is significant, the site is highly accessible and it is not considered that the reduction is unacceptable.

The site is well located to public transport being located close to Media City and Broadway trams stops. The site is also well located in respect of bus stops and routes that run along Broadway. TfGM requested that the applicant review the nearby bus stops and to identify upgrades where necessary. The applicant has undertaken this exercise and identified one bus stop 150m from the site, which supports west bound trips, as being a potential site for an upgrade. However the applicant highlights that this bus stop will be relocated as part of junction works for Media City phase 2 and in light of this they are of the opinion that it would not be prudent to upgrade this bus stop in the short term. The bus stop in question is to be relocated as part of S278 works with the LHA, however it is not confirmed whether this bus stop will be upgraded as part of those works. There was no requirement under the original outline to upgrade bus stops in the vicinity of the site and whilst the additional

units may increase patronage at the bus stop it is not considered that the uplift is significant enough to warrant an upgrade.

In respect of cycling the site is located next to the Bee Network and the development itself makes appropriate provision for cyclists both in terms of for future occupiers and for visitors to the development. TfGM are seeking the delivery of a segregated cycleway and footway along Broadway. Whilst the LPA understand the benefits of a segregated cycleway this needs to be implemented as one scheme along the entire length of Broadway. It is not proportionate for this development to implement this in full.

TfGM have also raised the need to add pedestrian and cycle crossing facilities to the Broadway/White signal junction. The applicant argues that this is not necessary or appropriate. Noting there is an existing toucan crossing immediately adjacent to the site to the north-west corner which provides in their opinion the most direct route and there are also controlled crossing facilities at the Blue junction. They also add that a new crossing would result in lost time at the junction signals, thus reducing traffic capacity here, and with knock-on effects along Broadway. Although beneficial, it is considered that the majority of the footfall from this development will be towards local amenities within Media City and the Lowry Outlet Mall and there is sufficient facilities within close proximity to the site either to cross Broadway via the toucan crossing and to cross white via the zebra crossing, therefore it would be difficult to substantiate a reason for refusal on these grounds.

In order to promote the use of sustainable transport modes, the LHA have recommended a condition to secure a residential travel plan.

The proposed new access into the site would be taken from White, this access point will include tactile paved dropped kerbs. As part of this proposal the existing zebra crossing point will be relocated further south to avoid conflict with the new access point, these features will be secured by condition.

Within the site there are two areas of car parking; 10 spaces, including 1 suitable for use by disabled people will be available to the west of the building and these are to be used by Booths. To the north of the building there will be 15 car parking spaces for future residents including 2 suitable for use by disabled people. This will be accessed via the new entrance into the site from White and linked by a section of carriageway to north of the proposed building which will be controlled by traffic lights on a one-way access/egress system. The LHA have raised no objection to the internal layout of the site.

In terms of the level of car parking proposed across the site, the applicant has set out that they are under a legal obligation to provide Booths with 10 parking spaces and in respect of the parking for residents they have sought to justify this position by stating that their sales agents have advised them a car parking space is a fundamental requirement for a three bedroom unit and if this is not provided this would render the scheme unviable and the three bedroom units unsellable. The provision of 15 spaces will allow for 3 visitor spaces which the applicants believe from their experience, visitor parking to be a requirement for a residential scheme. The number of car parking space on-site is considered to be acceptable from a highway perspective, although it is recognised that the scheme is moving away from the overall approach to car parking within Media City where individual plots rely on car parking within multi storeys car parks. The proposed level of disabled car parking is acceptable for the residential parking and for the commercial parking this is acceptable too being mindful that there are 6 disabled car parking spaces within the Garage which benefit from lift access and a trolley collection point for Booths customers. It is also noted that there are two disabled on street parking spaces dedicated for disabled use on Red.

The submitted plans show an internal area within the building that could accommodate 94 cycle parking spaces which equates to 33% provision. This is in excess of the provision to apartment ratio as set out in the UDP and is therefore considered acceptable. In terms of visitor parking the three on-street cycle parking hoops on White will be relocated within the pavement along Red, this is considered to be well located to Booths and will also serve this proposed development. Full details of the cycle provision will be secured by condition.

In terms of servicing a layby is proposed along White. During the course of the application this has been increased in size to accommodate a 11.2m long refuse vehicle and the swept path drawings show that there is sufficient room to allow vehicles to travel along White when the loading bay is in use. Therefore the lay by is acceptable in terms of its design. It is anticipated that all forms of servicing for the development will take place from this layby. Whilst a no parking restriction exists on Broadway, the LHA have recommended that this should be amended to include no loading at any time to restrict loading along Broadway. This will be secured by condition. Taxi Pick-up/ Drop-off locations that current existing within Media City are considered sufficient to serve the development.

In terms of waste management it is clear that the Councils regular collections will have to be supported by private collections. It is noted that currently the commercial unit does not have its own individual waste storage area, options have been presented on how the existing bin store could be sub-divided to provide for this or how the floor space of the commercial unit could be allocated for bins. The correct solution cannot be fixed until the future tenant is known so this will need to be secured through a waste management condition.

On collection days the bins will be taken from the bin stores in the rear of the building to the proposed layby on White where the refuse vehicle will collect. There is no dedicated area within the site, close to the lay by for bins to be stored on collection days, therefore there is a strong likelihood that bins will be left on the pavement along White while they wait to be collected. Given number of bins to be collected it is likely that the pavement will be blocked during this time and this may result in pedestrians being forced to cross over the road at a busy junction in order to use the pavement on the other side of the road. The applicants have been asked to look at alternative options for waste collection including utilising car parking spaces on collection days for on-site storage or to service bins via the wider public realm to the east of the site with a layby being provided on Red. None of these options were feasible for the applicant. The applicants have provided a detailed waste management plan, which states that when the private waste management company collects the bins none of the bins will be left unattended and that bins will be taken promptly back to their stores. This statement does not cover waste collections by the Council. Peel have supported the waste management strategy by writing to confirm that when waste is collected by their provider Viridor, bins are left within bin stores and are brought to collection and then returned to stores by operatives, bins are never left on pavements or outside bin stores. On council collections days the managing agents will bring bins out in the morning and return bins to the stores when collected, the management agents ensure that this process is managed to 1 hour either side of the collection and this is written into the Estate Handbook and enforced through the lease arrangements. Whilst the intention within the document is accepted, the strategy is highly reliant on management and this being secured for the lifetime of the development. It is also questionable on how enforceable this is from a planning perspective. Being mindful of the existing waste management facilities across Media City and that this is working successfully in the main, and that refuse servicing will only be for a short periods in the overall week, on balance, the arrangement is accepted subject to further detail being secured by condition.

In light of the above it is considered that the proposed development and parking provision is acceptable and in accordance with the thrust of UDP policies A2, A8 and A10.

Amenity

The site is located in an area which is predominately commercial in nature. The closest residential development within Media City is Pink which sits 99m from the application site. A daylight/sunlight assessment has been submitted with the application and assesses the impact upon the rooms and windows within the northern façade directly facing the application site. It concludes that the development will not impact on these windows. There is the Holiday Inn to the south west of the site but we would not seek to protect the amenity of users of the hotel as occupiers are there on a short term basis.

When considering this development in the context of the scheme which has been granted reserve matters approval it is not considered that the provision of residential within this development would impact upon the closest proposed residential elements within the extant permission on plot C4 which sits over 26m away.

In terms of the amenity of future occupiers, all habitable room windows within the development would have sufficient outlook. In terms of outdoor amenity; occupiers will have a communal garden at first floor level. Additional indoor amenity space is proposed within the building at ground floor.

In terms of future occupier's daylight; 68% of the 710 habitable rooms appraised will meet the Average Daylight Factor ADF daylight target and 71% will meet or be within 0.8 times their respective targets. 89% of the rooms which meet the No-sky line NSL daylight target. The rooms that do not meet the daylight targets are mainly located on the inward facing elevations of the two blocks. The assessment concludes that the compliance rate and daylight amenity within the scheme is considered to be good.

In terms of future occupier's sunlight, in accordance with guidance north facing windows have not been assessed. Of the 203 living, kitchen diners (LKD) that have been assessed 73% achieve the Annual Probable Sunlight Hours (APSH) both for annual and winter targets. 79% of the rooms will be within the 0.8 times the target criteria. As with the daylight the LKDs which do not meet the APSH target are the units mainly located on the inward facing elevations of the two blocks. The assessment concludes the compliance rate for a development of this nature is very good.

On balance and considering the scheme as a whole and the fact it is located in a dense urban environment, whilst there will be some amenity impacts it is considered that the development in the main would provide future occupiers with an acceptable level of amenity.

In light of the above it is considered that the proposal would accord with UDP policy DES7.

Wind

A wind assessment has been submitted with the planning application, which assesses the wind conditions likely to arise from the proposed development in the context of the four scenarios:

- 1) Existing Site, Existing Surrounds
- 2) Proposed Site, Existing Surrounds
- 3) Existing Site, Cumulative Surrounds
- 4) Proposed Site, Cumulative Surrounds

The report concludes that for all scenarios above at ground floor wind conditions are suitable for their intended usage and all wind effects are negligible. In the scenario of proposed with existing surrounds, there is part of the first floor terrace which is only suitable for leisure walking and as such is unsuitable and is classified as a moderate adverse wind effect. Where there is a moderate adverse wind effect then mitigation will be required or in the worst case access restricted to this area. It is important to note that in the proposed site, cumulative surrounds this area is no longer unsuitable. Given that the area in question relates to less than 1/12th of the total area of the terrace, and the area is located along the northern boundary of the terrace and not near the access points, there is still a large usable amenity space.

There are no in principle issues as a result of the wind environment that would justify a refusal of planning permission as appropriate mitigation measures can be incorporated into the scheme to ensure a level of comfort in which the building and public realm can be enjoyed.

Pollution

Air Quality –

The application site itself is not within the boundary of the Greater Manchester Air Quality Management Area (AQMA), although there are sections along Broadway which do fall within the AQMA. The application has been supported by an Air Quality Assessment.

Whilst the development is of a significant scale, it is acknowledged that there is an overall reduction of 400 parking spaces over the extant 2016 permission. Due to the significant reduction in parking, the assessment concludes there will be no significant impact due to traffic generated as a result of the development. Construction impacts have been assessed and mitigation is recommended within the report.

The conclusions of the report are accepted by the City's Environmental Consultant, however in line with the Greater Manchester Air Quality Action Plan, and with consideration of the cumulative impact of development within the City region, it is recommended that mitigation measures in line with the Principles of Good Practice from the EPUK / IAQM Guidance (Land-Use Planning and Development Control: Planning for Air Quality) are adopted. Therefore a construction method statement will be secured by condition to safeguard air quality during the construction phase and a condition will also be recommended to secure the provision of electric vehicle charging. Subject to the imposition of these conditions it is considered that the proposed development will not have an unacceptable detrimental impact on local air quality.

Noise –

The application site is impacted by noise from road traffic on Broadway and other city centre roads and nearby entertainment venues. There is also potential for noise from the proposed commercial uses and the gym within the development to impact on adjacent and nearby residential uses. A noise impact assessment has been submitted in support of this application.

The report recommends acoustic glazing, combined with a mechanical ventilation system (MVHR) to achieve internal noise levels compliant with BS8233:2014. It is noted within the report on occasions when it will be necessary to open windows for additional ventilation (summer cooling or purge ventilation) internal noise level limits will be exceeded. Whilst not ideal the City's Environmental Consultant accepts this will be for limited durations at the occupants choice. The majority of the time windows can remain closed with background ventilation provided by the MVHR system. The report sets noise limits for plant and equipment (such as air

conditioning units etc) to ensure they do not cause noise issues to residents. The report does not consider any potential noise issues from the proposed A1/A3 uses or from the proposed gym. However such matters can be controlled by condition.

Contamination -

The site was historically part of the docks, and contained major industry and railway works. The site is presently a surface car park. Such features have the potential to introduce pollutants into the site which may adversely impact human health, groundwater or the wider environment. A series of contaminated land reports have been submitted in respect of this application. These have been reviewed by the Council's Environmental Consultant who accepts the content of the reports and subject to the imposition of a suite of contaminated land conditions has no objection to the application. The EA have also reviewed the submission in respect of controlled waters and have raised no objections.

Flooding and Surface Water

The application site is located within Flood Zone 2 and is also within a Critical Drainage Area (CDA). The application has been supported by a Flood Risk Assessment (FRA) and Sustainable Drainage Statement (which has been updated during the course of the application).

The development is classed as more vulnerable owing to its proposed residential use. This is deemed to be appropriate in this flood zone as set out within the National Planning Practice Guidance.

In terms of flood risk the City's Drainage Engineer has recommended conditions to secure flood resilient construction.

The Sustainable Drainage Statement envisages that the final drainage strategy will be determined at details design stage and as such a condition to agree this is recommended. Attenuated storage for surface water will be provided within the site. It is intended that the drainage strategy will follow that of the wider Media City UK redevelopment and would drain via an existing connection of which the outfall will be to the Manchester Ship Canal at a restricted rate of 21.3l l/s. The Drainage Statement states that due to site constraints there is limited scope to incorporate SuDs features into the scheme, however the statement does go on to state that there is potential to incorporate porous paving and tree pits. A surface water drainage scheme will be secure by condition and this will promote the sustainable drainage hierarchy.

In light of the above it is considered that the proposed development accords with UDP policy EN19 and the Flood Risk and Development Planning Guidance.

Ecology

The application has been supported by a Phase I Habitat Survey and Desk Study. This concludes that the site in its current use as a car park, has a low ecological value and that the proposed development has limited potential to impact upon protected species and habitats. The only protected species that is likely to be impacted by the development is nesting birds and mammals should they stray on to the development site during construction. GMEU have raised no objection to the application on ecology grounds. It is an offence under the Wildlife and Countryside Act 1981 (as amended) to intentionally damage or destroy the nest of any wild bird whilst in use or being built. An informative has been added to remind the applicant of this.

Sustainability

The application is supported by an Energy Strategy Report. This outlines that the design of the building adopt a fabric first approach to minimise energy consumption by maximising natural daylight, thermal mass and air tightness. Energy efficiency will also be gained through the use of 'A' rated energy appliances, low energy lighting and use of energy recovery and power management systems. The report highlights potential opportunities to use technologies such as solar thermal for domestic water, photovoltaics, CHP generation, ground source heat pumps and linking to the Media City district heating network.

The report confirms that the development will be compliant with Part L of the Building Regulations, however there is no firm commitment to the use of any of the technologies identified stating that the feasibility of renewable energy usage would be assessed when a more detailed design of the proposals has been established. This approach is considered to be acceptable.

Planning Obligations

P MC:UK 9 of the Media City Planning Guidance states that '*all developments that are brought forward within Quays Point will be required to contribute proportionately to the required high level of infrastructure necessary to serve the overall site through the use of planning obligations, conditions or other similar mechanisms*'.

Within Quays Point extensive public realm works have been provided including amenity spaces, pocket parks/squares and a waterside piazza. The public realm works will continue to be provided as phase 2 is built out together with ongoing future management and maintenance. Significant infrastructure improvements have also been secured in the form of tram improvements (Media City tram stop), new pedestrian bridge over the canal and the implementation of the Broadway Link Road. It is also noted that a new junction is to be provided within phase 2 of the development.

This scheme does differ from that which has the benefit of permission under the outline, however, given the significant investments that has taken place to date which is well in excess of that mitigation that would be required in terms of open space, public realm and education, it is not considered necessary to seek any further contributions.

Objections

In respect of the impact on power/communication infrastructure this matter will be added into the Construction Method Statement to make sure this is given due consideration during the construction period. In respect of cladding this matter is not a material planning consideration in respect of this current application and as such cannot be afforded any weight in the determination of this application.

Value Added

The scheme has been subject to extensive pre application discussions during these discussions the height of the scheme has been increased, the car parking numbers on the site have been reduced and the landscape proposals have been improved significantly.

Recommendation

Planning permission be granted subject to the following planning conditions:

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

Reason: Required to be imposed by Section 91 of the Town and Country Planning Act 1990 (as amended).
2. The development hereby permitted shall be carried out in accordance with the following approved plans:

Site Location Plan 6408-SRA-XX-XX-PL-A-00-800 P04
Existing Block Location 6408-SRA-XX-XX-PL-A-00-801 P04
Proposed Block Plan 6408-SRA-XX-XX-PL-A-00-802 P04
Proposed Site Plan 6408-SRA-XX-00-PL-A-00-803 P03
Ground Floor Plan 6408-SRA-XX-XX-PL-A-20-806 P01
First Floor Plan 6408-SRA-XX-XX-PL-A-20-807 P01
Second Floor Plan to Twelfth Floor Plan 6408-SRA-XX-02-PL-A-20-808 P01
Thirteenth Floor Plan to Fifteenth Floor Plan 6408-SRA-XX-XX-PL-A-20-809 P01
Sixteenth Floor Plan 6408-SRA-XX-XX-PL-A-20-810 P01
Block A Roof Plan 6408-SRA-XX-XX-PL-A-20-811 P01
Elevation North 6408-SRA-XX-XX-PL-A-20-812 P01
Elevation East 6408-SRA-XX-XX-PL-A-20-813 P01
Elevation South 6408-SRA-XX-XX-PL-A-20-814 P01
Elevation West 6408-SRA-XX-XX-PL-A-20-815 P01
GA North Elevation Block A 6408-SRA-XX-XX-PL-A-20-832 P02
GA South Elevation Block A 6408-SRA-XX-XX-PL-A-20-833 P02
GA East Elevation Block A 6408-SRA-XX-XX-PL-A-20-834 P02
GA West Elevation Block A 6408-SRA-XX-XX-PL-A-20-835 P02
GA North Elevation Block B 6408-SRA-XX-XX-PL-A-20-836 P02
GA South Elevation Block B 6408-SRA-XX-XX-PL-A-20-837 P02
Elevation Block B East 6408-SRA-XX-XX-PL-A-20-838 P02

Elevation Block B West 6408-SRA-XX-XX-PL-A-20-839 P02
Proposed Site Elevation Sheet 1 of 1 6408-SRA-XX-XX-PL-A-20-802 P01
Proposed Site Elevation Sheet 2 of 2 6408-SRA-XX-XX-PL-A-20-803 P01
Proposed Site Section 6408-SRA-XX-XX-PL-A-20-805 P01
Section A-A 6408-SRA-XX-XX-PL-A-20-816 P01
Section B-B 6408-SRA-XX-XX-PL-A-20-817 P01
Typical Bay Study 6408-SRA-XX-XX-PL-A-20-818 P02
Bay Study 2 Ground Floor Block B Bin Store 6408-SRA-XX-XX-PL-A-20-819 P01
Bay Study Penthouse Floor 6408-SRA-XX-XX-PL-A-20-820 P02
Bay Study 4 Ground Floor Retail 6408-SRA-XX-XX-PL-A-20-821 P02

Reason: For the avoidance of doubt and in the interest of proper planning.

3. Notwithstanding any information submitted with the application, no development (other than site clearance and enabling works) shall take place until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The submitted report shall include:

- i) A Site specific Preliminary Risk Assessment report (phase 1), including a conceptual model and a site walk over survey;
- ii) Where potential risks are identified by the Preliminary Risk Assessment, a Phase 2 Site Investigation report shall also be submitted to and approved in writing by the Local Planning Authority prior to commencement of development. The investigation shall address the nature, degree and distribution of land contamination on site and shall include an identification and assessment of the risk to receptors focusing primarily on risks to human health, groundwater and the wider environment; and
- iii) Should unacceptable risks be identified the applicant shall also submit and agree with the Local Planning Authority in writing a contaminated land remediation strategy prior to commencement of development. The development shall thereafter be carried out in full accordance with the duly approved remediation strategy or such varied remediation strategy as may be agreed in writing with the Local Planning Authority.
- iv) A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy (iii) in are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.*

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Reason for pre-commencement condition: Any works on site could affect any contamination which may be present, and hinder the effective remediation of any contamination causing a risk to the health of future occupiers and harm to the environment, hence the initial investigation must be carried out before works commence.

4. Pursuant to condition 3; and prior to first use or occupation a verification report, which validates that all remedial works undertaken on site were completed in accordance with those agreed with the Local Planning Authority, shall be submitted to and approved in writing by the Local Planning Authority.

Reason: To prevent pollution of the water environment and to ensure the safe development of the site in the interests of the amenity of future occupiers in accordance with Policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework

5. Piling using penetrative methods shall not be carried out other than with the written consent of the Local Planning Authority. Should written consent be required, then the consent shall be accompanied by details of the piling methods to be used and how this will safeguard ground water resources. The development shall be carried out in strict accordance with the details as submitted.

Reason: To ensure that the proposed development does not harm groundwater resources in line with paragraph 170 of the National Planning Policy Framework and Policy EN18 of the City of Salford Unitary Development Plan.

6. No development shall take place, including any works of excavation or demolition, until a Construction Method Statement has been submitted to, and approved in writing by, the local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall include:
- (i) the times of construction activities on site which, unless agreed otherwise as part of the approved Statement, shall be limited to between 8am-6pm Monday to Friday and 9am-2pm Saturday only (no working on Sundays or Bank Holidays). Quieter activities which are carried out inside buildings such as electrical works, plumbing and plastering may take place outside of agreed working times so long as they do not result in significant disturbance to neighbouring occupiers;
 - (ii) the spaces for and management of the parking of site operatives and visitors vehicles;
 - (iii) the storage and management of plant and materials (including loading and unloading activities);
 - (iv) the erection and maintenance of security hoardings including decorative displays and facilities for public viewing, where appropriate;
 - (v) measures to prevent the deposition of dirt on the public highway;
 - (vi) measures to control the emission of dust and dirt during demolition/construction;
 - (vii) a scheme for recycling/disposing of waste resulting from demolition/construction works;
 - (viii) measures to minimise disturbance to any neighbouring occupiers from noise and vibration, including from any piling activity;
 - (ix) measures to prevent the pollution of watercourses;
 - (x) measures to prevent damage to power/communication infrastructure;
 - (xi) a community engagement strategy which explains how local neighbours will be kept updated on the construction process, key milestones, and how they can report to the site manager or other appropriate representative of the developer, instances of unneighbourly behaviour from construction operatives. The statement shall also detail the steps that will be taken when unneighbourly behaviour has been reported. A log of all reported instances shall be kept on record and made available for inspection by the local a planning authority upon request; and
 - (xii) an intended date for the commencement of development and, following commencement, evidence of the material start on site.

Reason: In the interests of the amenity of neighbours in accordance with policies DES7 and EN17 of the Salford Unitary Development Plan and the NPPF.

Reason for pre-commencement condition: Any works on site could harm the amenity of neighbouring occupiers if not properly managed so details of the matters set out above must be submitted and agreed in advance of works starting.

7. A scheme for the provision of electric vehicle charging points to a minimum of two parking bays shall be submitted to and approved in writing by the Local Planning Authority. The charging point shall as a minimum be capable of Type 2 "Fast" charging, and wired to a dedicated 30A spur to provide 7KV charging capacity. The charge point shall be available for use prior to the development being first occupied and shall be retained thereafter.

Reason: In accordance with paragraph 105, 110, 170 and 181 of the NPPF, to encourage the uptake of ultra-low emission vehicles and ensure the development is sustainable. To safeguard residential amenity, public health and quality of life.

8. Prior to occupation of any residential unit acoustic glazing and ventilation, designed to achieve the minimum noise reduction values specified in table 1 below shall be installed;

Location	Glazing Insertion Loss (dB) Octave Band Centre Frequency (Hz)					
	125	250	500	1K	2K	4K
North Façade Living Areas & Bedrooms	26	27	35	40	39	39
All other façades Living Areas and Bedrooms	20	19	29	38	36	36

Table 1: Acoustic Glazing / Ventilation Requirements

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.

9. Prior to occupation of the residential units hereby approved a Site Completion Report confirming that all necessary noise attenuation measures as identified in condition 8 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.

10. Any externally mounted plant and equipment (with the exception of plant required for emergency situations such as standby generators, smoke extract equipment etc) associated with the development shall be designed so as not to exceed the following noise levels;

a. 07:00 – 23:00 – 47 dB $L_{Aeq,1-hour}$

b. 23:00 – 07:00 – 37 dB $L_{Aeq,15-Minute}$

assessed in accordance with BS 4142: 2014 with corrections applied for any plant emitting noise of a tonal or irregular quality.

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.

11. Prior to the occupation of the commercial unit hereby approved the applicant shall submit to and agree with the Local Planning Authority the hours of operation (including delivery and collection hours). The unit shall operate in accordance with the agreed operating hours 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.

12. Before any A3 use hereby permitted is brought into operation, full details of the proposed extract ventilation scheme including the installation of equipment and a flue to control the emission of fumes and smell from the premises shall be submitted to and approved in writing by the local planning authority and the approved scheme shall be implemented in full as part of the development. The scheme shall incorporate acoustic treatment to ensure that the rating level of noise from the system during its operation does not exceed the background noise level ($LA_{90,T}$) at any time when measured at the nearest residential premises. All equipment installed as part of the approved scheme shall thereafter be operated and maintained in accordance with the manufacturer's instructions.

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.

13. Prior to the gym coming into operation the applicant shall submit and agree with the local planning authority a scheme of acoustic insulation to be applied to the party floor between the proposed gym use and residential use. The scheme shall ensure internal noise levels within the neighbouring residential property shall not exceed those stated in BS8233:2014 (Guidance on Sound Insulation and Noise Reduction from Buildings). The sound insulation scheme shall be installed strictly in accordance with the details so approved and shall be maintained 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.

14. Development shall not begin until a detailed surface water drainage scheme for the site, based on sustainable drainage principles, has been submitted to and approved in writing by the local planning authority. The scheme shall subsequently be implemented in accordance with the approved details before development is completed. Surface water drainage strategy should be included but not limited to:

- Detailed SuDS proposals including layout drawings with relevant design information and supporting hydraulic calculations. The attenuation of the surface runoff from the proposed development should include the entire site runoff (*Note: the proposed drainage network shows that almost half of the area of development controlled by the proposed undergrad attenuation storage and associated control device*).

- Evidence of United Utilises' (or sewer system owner's) agreement for the rate of discharge to their system (in principle/ consent to discharge);
- Application of appropriate design rainfall i.e. Flood Estimation Handbook (FEH) design rainfall (2013).
- Assessment of the proposed drainage system during the 30-year design rainfall according to Sewer for Adoption 7th Edition (without attenuation storage or flow control structure);
- Evidence of attenuation volumes calculated 50% drain down time;
- Details of overland flood flow routes in the event of system exceedance, or blockage with demonstration that such flows can be appropriately managed on site.
- The proposed SUDS design details.
- Relevant maintenance programme and on-going maintenance responsibilities for the proposed SUDS

Reason: To ensure a satisfactory method of surface water disposal to reduce the risk of flooding elsewhere in accordance with policy EN19 of the City of Salford Unitary Development Plan and seeks to provide betterment in terms of water quality and surface water discharge rates and meets requirements set out in the following documents;

- NPPF
- Water Framework Directive and the NW River Basin Management Plan
- The national Planning Practice Guidance and the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015)
- Manchester, Salford, Trafford Strategic Flood Risk Assessment (SFRA) (2011) and associated technical guidance
- Environment Agency Pollution Prevention Guidelines (now withdrawn)
- Flood Risk Assessment/SuDS Requirements for new developments (Salford's SuDS Checklist)

Reason for pre-commencement condition: The solution for surface water disposal must be understood prior to works commencing on site as it could affect how underground works are planned and carried out.

15. Foul and surface water shall be drained on separate systems.

Reason: To secure proper drainage and to manage the risk of flooding and pollution in accordance with policy EN17 and EN19 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

16. No development shall take place until a scheme detailing flood resilience measures to be incorporated into the development up to the flood level predicted for the 1:1,000 year flood event has been submitted to and approved in writing by the local planning authority. The approved scheme shall be implemented in full and retained thereafter.

Reason: To reduce the risk of flooding from overland flows in accordance with policy EN19 of the City of Salford Unitary Development Plan and policy FRD 7 of the Flood Risk and Development Supplementary Planning Guidance and the National Planning Policy Framework.

Reason for pre-commencement condition: Flood resilient construction measures must be understood prior to works commencing on site as it could affect how the buildings are constructed.

17. Prior to the first floor terraced amenity space being bought into use a detailed wind assessment shall be submitted to and approved in writing by the Local Planning Authority. The assessment shall include details of the likely impacts of the development on the wind conditions within the terrace and provide full details of measures to mitigate such impacts. The approved mitigation measures shall be implemented in accordance with the approved details prior to the amenity space being bought into use.

Reason: In order to ensure that there would be no unacceptable detrimental impact on microclimate, in accordance with Policy DES5 of the Unitary Development Plan.

18. No above ground construction works shall take place until full details of the glazed feature entrance and balustrade detailing to the terraced amenity space has been submitted to and approved in writing by the Local Planning Authority. The development shall be constructed in accordance with the approved details.

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.

19. Notwithstanding any description of materials in the application no above ground construction works shall take place until full details (including samples where appropriate) of the materials to be used externally on the building(s), the glazed feature entrance and the balustrade detailing to the terraced amenity space have been submitted to and approved in writing by the Local Planning Authority. A sample panel of the materials, the size 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.

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.

20. (a) Notwithstanding the details shown on the approved plans, the development hereby permitted shall not be occupied until full details of both hard and soft landscaping works have been submitted to and approved in writing by the Local Planning Authority. The details shall include the formation of any banks, terraces or other earthworks, hard surfaced areas and materials, boundary treatments, planting plans, specifications and schedules (including planting size, species and numbers/densities) and a scheme for the timing / phasing of implementation works.

(b) The landscaping works shall be carried out in accordance with the approved scheme for timing / phasing of implementation or within 18 months of first occupation of the development hereby permitted, whichever is the later.

(c) Any trees or shrubs planted or retained in accordance with this condition which are removed, uprooted, destroyed, die or become severely damaged or become seriously diseased within 5 years of planting shall be replaced within the next planting season by trees or shrubs of similar size and species to those originally required to be planted.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

21. The development hereby permitted shall not be occupied until details of soft landscaping proposals for the existing planters along the pedestrian link between Broadway and Red to the east of the site have been submitted to and approved in writing by the Local Planning Authority and implemented in accordance with the agreed details.

Reason: To maximize natural surveillance opportunities along the pedestrian link to the east of the site in accordance with Policies DES9 and DES10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

22. Prior to occupation of the development hereby approved a landscape management plan, including long term design objectives, management responsibilities and maintenance schedules for all landscaped areas within the site shall be submitted to and approved in writing by the local planning authority. The landscape management plan shall be carried out as approved and any subsequent variations shall be agreed in writing by the local planning authority.

Reason: To ensure that the site is satisfactorily landscaped having regard to its location and the nature of the proposed development and in accordance with Policies DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework

23. Notwithstanding any details shown on the drawings hereby approved, the development shall be implemented in accordance with a scheme for the provision of external lighting, details of which shall be submitted to and approved in writing by the Local Planning Authority prior to the installation of lighting on the site. The scheme shall include full details of the locations, design, luminance levels, light spillage and hours of use of, and columns for, all external lighting within the site and on the building. The approved lighting scheme shall be implemented in full and retained thereafter.

Reason: To safeguard the amenity of the area in accordance with policies DES1 and DES9 of the City of Salford Unitary Development Plan and to safeguard the amenity of future occupiers in accordance with

policy EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

24. Prior to first occupation a scheme shall be submitted and agreed in writing by the Local Planning Authority to detail offsite highway works. Those works shall include:
- i) Details of the new site access point on White to include drop kerb with tactile paving on either side;
 - ii) Details of the new lay by on White;
 - iii) Redundant access points reinstated as continuous footway with correct kerb heights, and to provide dropped crossings on pedestrian routes in the vicinity of the site.
 - iv) Details of relocated pedestrian crossing on White
 - v) Provision of no loading restriction along Broadway

The scheme shall be implemented prior to first occupation of the development.

Reason: In the interests of the safe and efficient operation of the highway network and to minimise potential conflicts between pedestrians, cyclists and other road users in accordance with policies DES2, A2 and A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework

25. The vehicle parking shown on the approved plans to serve the development hereby permitted shall be made available for use prior to the development being brought into use (or in accordance with a phasing plan which shall first be agreed in writing with the local planning authority) and shall be retained thereafter for their intended purpose.

Reason: In the interest of highway safety and the free flow of traffic and in accordance with policies A2, A8 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

26. Prior to the occupation of the development (or alternative timeframe which has been agreed in writing with the Local Planning Authority), an updated Travel Plan shall be submitted to and agreed in writing with the Local Planning Authority. The agreed Travel Plan shall be implemented and reviewed in accordance with the timetable embodied therein.

Reason: To ensure that the travel arrangements to the development are appropriate and to limit the effects of the increase in travel movements in accordance with policies ST14 and A8 of the City of Salford Unitary Development Plan.

27. Notwithstanding the details shown on the drawings hereby approved, details of secure cycle parking shall be submitted to and approved in writing by the Local Planning Authority. The approved cycle parking shall be implemented and made available for its intended use prior to the occupation of the development hereby approved and shall be retained thereafter.

Reason: To encourage more sustainable modes of travel in accordance with policies ST14, A2 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

28. Prior to the commencement of the construction of the site access on White; the three cycle hoops on White shall be relocated onto Red as per the drawing FRM-XX-00-DR-L001 Rev P06 and made available for use and retained thereafter.

Reason: To encourage more sustainable modes of travel in accordance with policies ST14, A2 and A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

29. Prior to first occupation of the development hereby approved a waste management strategy shall be submitted to and approved in writing by the Local Planning Authority. The strategy shall include layout of the bin stores for both residential and commercial waste, details of how bins are moved to the collection point, recycling facilities, bulky waste storage and hours of servicing for the non-residential unit. A verification report to demonstrate that waste management arrangements have been implemented in accordance with approved strategy shall be submitted to and approved in writing by the Local Planning Authority within 6 months of first occupation.

Reason: To ensure that the development is adequately serviced in accordance with policy DES1 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.

Informatives

1. The proposed development lies within a coal mining area which may contain unrecorded coal mining related hazards. If any coal mining feature is encountered during development, this should be reported immediately to the Coal Authority on 0345 762 6848.

Further information is also available on the Coal Authority website at:
www.gov.uk/government/organisations/the-coal-authority

This Standing Advice is valid from 1st January 2019 until 31st December 2020

2. The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
3. The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Planning consent does not provide a defence against prosecution under this act.
4. No vegetation clearance required by the scheme should take place in the optimum period for bird nesting (July to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.
5. Best practice guidance for the design and operation of commercial kitchen ventilation systems is provided for in the Department for Environment, Food and Rural Affairs (DEFRA) Guidance on the Control of Odour and Noise from Commercial Kitchen Exhaust Systems (a report prepared by Netcen on behalf of DEFRA), January 2005.
6. An example glazing configuration for the North façade would be 10mmglass / 12mm air gap / 6mm Glass, and for all other façades 6mm glass / 12mm air gap / 6mm glass. Other glazing configurations are available to achieve or exceed the required noise reduction values
7. The applicant is advised that they have a duty to adhere to the regulations of Part 2A of the Environmental Protection Act 1990, the National Planning Policy Framework 2018 and the current Building Control Regulations with regards to contaminated land. The responsibility to ensure the safe development of land affected by contamination rests primarily with the developer.
8. With respect to gas protection measures the applicant's attention is drawn to BRE 414, Protection Measures for Housing on Gas-Contaminated Sites. In addition the requirements of BS8845:2015 *Code of Practice for the design of protective measures for methane and carbon dioxide ground gases for new buildings* should be followed for installation and the verification requirements of CIRIA C735 *Good Practice on the Testing and Verification of Protection Systems for Buildings against Hazardous Ground Gasses* will need to be submitted.

Verification of gas protection systems needs to be undertaken during the construction process, or the applicant may not be able to discharge the condition. This can lead to issues with property searches and / or mortgage at a later time.

9. Waste on-site

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused onsite providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution
- treated materials can be transferred between sites as part of a hub and cluster project
- some naturally occurring clean material can be transferred directly between sites

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

We recommend that developers should refer to:

the position statement on the Definition of Waste: Development Industry Code of Practice
the waste management page on GOV.UK

10. Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

Duty of Care Regulations 1991

Hazardous Waste (England and Wales) Regulations 2005

Environmental Permitting (England and Wales) Regulations 2016

The Waste (England and Wales) Regulations 2011

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If the total quantity of hazardous waste material produced or taken off-site is 500kg or greater in any 12 month period, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

11. In respect of condition 26 (external lighting) please ensure the lighting scheme addresses 3.3.2, 3.3.3 and 3.3.10 of Crime Impact Statement.
12. In discharging conditions 22 (materials) the applicants attention is drawn to the physical security specification listed within section 3, 4 and 5 of the appendices within the submitted Crime Impact Statement.
13. Highway Works to be provided through a Section 278 and 38 Agreement of the Highways Act 1980

Highway works, remedial measures and supporting Traffic Regulation Orders to be introduced in vicinity of the development shall include the following:

The works on the adopted highway will be delivered by an S278 agreement and full construction detail drawing should be submitted and approved by the Highway Authority;

Regrading to adopted carriageway and footways, any amendments to the carriageway need to be re-instated using similar materials;

Redundant access points reinstated as continuous footway, renewal of footway surrounding the developments;

Existing adopted street lighting and existing services within the footway and carriageway to be either diverted or protected in agreement with relevant authorities;

The applicant to have further discussions with the council's traffic management team to deliver a suitable traffic management scheme ensures various SCC schemes can be incorporated with the development proposals;

Street lighting, signage, drainage and other utility services within the footway and carriageway that is affected by the development must be relocated and agreed by various utility providers and Highway Authority.

To provide SUDs and tree pits adjacent to the adopted highway this may attract a maintenance fee.

Dilapidation Survey should be undertaken after the completion of the development to ensure the adopted footway and carriageway is not damaged by construction vehicles.

Useful contacts:

Dilapidation Survey:

Prior to ANY works commencing on site the developer shall contact John Horrocks/Pam Docksey to arrange a full dilapidation/Condition Survey of all adopted highways surrounding the site. Tel: 0161 603 4046/4006.

Highway Permits/Licensing:

Applications for all forms of highway permits/licenses shall be made in advanced of any works being undertaken on the adopted highway Note: NO boundary fencing shall be erected or positioned on any part of the adopted highway with first seeking the relevant permits/licenses from the Local Highway Authority Tel: 0161 603 4046

General Highway Information:

Requests for general Information regarding the adopted highway network shall be directed to the Local Highway Authority – John Horrocks/Pam Docksey - 0161 603 4046/4006.

S278 and S38 Works

The Developer shall contact Neil Ashmall to arrange for the S278 element of the development. Neil Ashmall 0161 779 4883.

The Developer shall contact John Proctor to arrange for the S38 element of the development. John Proctor: 0161 779 4894.

14. In respect of preparing the Construction Method Statement (condition 6) please have regard to Highways comments dated 18th December 2019 sections Construction Environmental Management Plan and Maintenance of Road Cleanliness.
15. We recommend that the applicant considers the use of source control SuDS techniques as part of the required sustainable drainage strategy for this site e.g.
 - Private water butts as a form of rainwater harvesting;
 - Green/ blue roofs as a form of attenuation storage and rainwater harvesting for irrigation;
 - Permeable/reservoir paving with sub-base storage for private drives, parking areas and non-trafficked private hard paved areas;
 - Underground attenuation tanks;
 - Multifunctional green surface storage and conveyance systems in public areas; and
 - SuDS Trees.