APPLICATION No: 17/70156/FUL
APPLICANT: Forshaw Land & Property Group
LOCATION: Land Adjacent The River Irwell, Derwent Street, Salford
PROPOSAL: Erection of a part 21, part 14 and part 11 storey building comprising 180 residential units and 62sqm of commercial floorspace (use class A1/A3), together with improvements to the public realm, landscaping, car parking and associated works.
WARD: Ordsall

Description of Site and Surrounding Area

This planning application relates to a former employment site off Derwent Street, covering 0.26ha. The site is currently vacant and secured by fencing following the demolition of the former building in 2011. The remainder of the site consists of a ramped access down to the River Irwell walkway which is set several metres below the main site.

To the north of the site, is a casino and two drive-through hot food units, to the south of the site are two residential apartment blocks; The Riley and The Riverside (part of the Lowry Wharf development), beyond which are a number of sites currently subject to redevelopment for residential purposes. The River Irwell lies to the east which demarcates the boundary between Salford and Manchester.
Description of Proposal

This application seeks planning permission for the erection of a part 21, part 14 and part 11 storey building to provide 180 residential units and 62sqm of commercial floorspace (Use Classes A1/A3).

The proposed development would be situated on the riverfront between the Lowry Wharf development and the casino, which fronts Regent Road. The proposed building would be situated to the north of the public realm between the end of Derwent Street and the river next to the Riverside Building within Lowry Wharf. The proposed building would be a part 21, part 11 storeys along the waterfront with the 14 storey element sited to front the public realm at the end of Derwent Street.

The scheme would provide access into the apartment building from Derwent Street and from the north elevation via new areas of public realm. The scheme also includes a commercial unit which would be accessed from the new public realm to the north/west of the building. At ground floor level, a resident’s community room and gym will provide active frontage to the street.

Vehicle access into the site would be provided from Derwent Street and the car parking for the development would be situated in the basement and accessed via a ramp. The development would provide for 18 car parking spaces and 162 cycle spaces would be provided at basement and ground floor level.

The proposals include the upgrade of the existing ramped access from the car park of the casino down to the river. This would provide for a new square / public realm. A new pedestrian route would also be provided from Derwent Street round the north/west of the building to this upgraded ramp.

Across the development the scheme would provide for 82 x 1 bedroom apartments, 85 x 2 bedroom apartments and 13 x 3 bedroom apartments. Amenity space will be provide at ground floor between the southern elevation of the building and Derwent Street also an area of outdoor amenity space will be provided at 11th floor, as well as internal amenities such a community room, gym and dining area.

The applicant is seeking a flexible A1/A3 use for the commercial space. There are no proposed opening hours confirmed within the application.

The application has been supported by:

- Design and Access Statement
- Planning Statement
- Contaminated Land Report
- Transport Assessment which includes a draft Travel Plan Framework
- Planning Obligations Proforma
- Flood Risk Assessment and Technical Note Addendum
- Air Quality Report
- Ecology Survey Report
- Noise Assessment
- Sustainability Checklist
- Crime Impact Statement
- Daylight/Sunlight Assessment

Relevant Site History

01/42316/OUT - Outline planning application for the erection of a seven storey building comprising 48 apartments with associated car parking – Approved 29.4.2002
04/49322/FUL - Erection of one part eight-storey/part nine-storey block comprising 63 apartments together with associated car parking and landscaping – Approved 16.12.2004
06/53220/OUT - Demolition of industrial unit and outline planning application to include siting and means of access for the erection of 140 residential units – Withdrawn
12/61525/OUT – Outline planning application for the access, layout for the erection of a mixed use development comprising of shops (A1-A5) (601 sq. m), on ground floor, 32 residential units max four floors, together with lower ground floor car parking – Withdrawn
12/62457/OUT - Outline planning application including details of access and layout for the erection of a mixed-use development comprising 54 two bed and 8 three bed residential units (C3), 99 sqm of commercial
floorspace on the ground floor, use classes (A1, A2, A3, A4, A5) and associated car parking and landscaping (re-sub of 12/61525/OUT) – Approved 19.5.2014

Publicity

**Site Notice:** Non HH Article 15  
**Reason:** Wider Publicity  
**Date Displayed:** 11 July 2017

**Press Advert:** Manchester Weekly News Salford Edition  
**Reason:** Article 15 Standard Press Notice  
**Date Published:** 22 June 2017

**Neighbour Notification**

312 neighbouring properties were notified of this planning application. These include apartments within the Delaney Building, The Riverside, The Riley and Irwell Building, all on Derwent Street, as well as McDonalds, KFC and Grosvenor Casino.

**Representations**

7 objections have been received in response to the publicity of this application. The issues raised can be summarised as follows:

| C | The development will dwarf the Riley Building, Lowry Wharf, Derwent Street. |
| R | The size of the development and conformity with the Ordsall Planning Guidance has been fully considered, as have the amenity impacts of the scheme. |
| C | The proposal will be overbearing and will block out light and outlook for neighbouring residents. |
| R | Impact on amenity has been considered in the appraisal section of this report. |
| C | The proposal will impact on privacy enjoyed by neighbouring residents. |
| R | Impact on amenity has been considered in the appraisal section of this report. |
| C | The area is already densely populated. |
| R | The quantum of development proposed and its impacts have been considered. |
| C | The proposal will have a detrimental impact on the character of the area. |
| R | Principle of development and its impacts have been considered in full. |
| C | There are too many developments to form a neighbourhood community. |
| R | It is considered that the number of developments in the local area will assist in creating a neighbourhood community. |
| C | The proposal fails to adhere to the local plan. |
| R | The local plan does not form part of the development plan and therefore cannot be afforded any weight in the determination of this planning application. |
| C | There will be too many flats relying on one access point. |
| R | Traffic impacts of the development have been given due consideration. |
| C | It will lead to traffic congestion into the cul-de-sac, particularly on Manchester United match days and at peak periods. |
| R | Traffic impacts of the development have been given due consideration. |
| C | Increased traffic will have an impact upon air quality. |
| R | Air quality impacts have been given due consideration by officers. |
| C | The scheme will reduce the little greenspace that exists in the area. |
| R | The site is currently undeveloped and provides little amenity value. The ramped area which does provide amenity value will be upgraded and this will have a positive impact on the visual amenity of the area. |
| C | The scheme will have an unacceptable impact on existing over-stretched infrastructure. |
| R | The impacts of the development have been assessed. |
| C | The proposal is not in-keeping with the local area (too large). |
| R | The size of the development is considered to accord with the development plan and the Ordsall Planning Guidance. |
| R | Road safety for pedestrians and motorists would be diminished. |
| C | No objections to the proposal have been raised by the City’s highway officer on road safety matters. |
| R | It is unreasonable to assume that additional residents would create issues of anti-social behaviour. |
| C | The units would be devalued. |
Consultations

Design For Security – The proposed development should be designed and constructed in accordance with the recommendations contained within the supporting Crime Impact Statement and a planning condition should be added to reflect the physical security specification listed within section 4 of the appendices within the submitted Crime Impact Statement.

Senior Engineer Flood Risk Management – Initially objected to the application as the Flood Risk Assessment (FRA) was not based on the correct flood model. The applicant provided an updated FRA to address this matter. A further objection was raised in respect of flooding risks in the basement as this would be within flood zone 3. The applicant amended the plans to remove the riverside entrances into the building to overcome the objection, more detail on this can be found in the officer’s report. The objection has now been removed subject to a surface water drainage condition and use of flood resilient construction and provision of an emergency planning statement.

Highways - No objection subject to conditions relating to off-site highway works, waste management strategy, agreement of cycle parking and a full travel plan.

Canal And River Trust - Do not wish to comment on this application as a Statutory Consultee.

Environment Agency (EA) – Objected to the application as the submitted Flood Risk Assessment (FRA) did not comply with the requirements set out in the National Planning Policy Framework as it did not take into account impacts of climate change and did not show how occupants would be kept safe during flood events. The applicant submitted additional information in a Technical Note Addendum and the EA have reviewed and confirmed that they withdraw their objection to the scheme. However, the EA refer flood risk issues such as finished floor levels and safe access/egress back to Lead Local Flood Authority (LLFA) for more comment. They also offer advice and conditions in respect of biodiversity and contamination.

Greater Manchester Ecological Unit - No objections.

Urban Vision Environment (Air and Noise) – No objections subject to conditions relating to air quality and noise.

Urban Vision Environment (Land Contamination) – Recommend a full contaminated land condition.

City of Manchester - No comments received to date

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, the management and maintenance of SUDs, water supply and United Utilities assets.

Greater Manchester Archaeological Advisory Service (GMAAS) – Recommend a programme of archaeological recording works should be secured through a condition.

Planning Policy

Development Plan Policy

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 the Ordsall Lane corridor

Unitary Development Plan ST9 - Retail, Leisure, Social Community Provision
This policy states that the provision of a comprehensive and accessible range of retail, leisure, social and community facilities will be secured by, protecting and enhancing the vitality and viability of existing town and neighbourhood centres, adopting a sequential approach to the location of new retail and leisure development and facilitating enhanced education, health and community provision that will be maintain and enhanced.

**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 ST15 - Historic Environmental**
This policy states that historic and cultural assets that contribute to the character of the city will be preserved and wherever possible and appropriate, enhanced.

**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 DES3 - Design of Public Space**
This policy states that development should include the provision of public space; designed to have a clear role and purpose which responds to local needs; reflects and enhances the character and identify of the area; is an integral part of and provide appropriate setting and an appropriate scale for the surrounding development; be attractive and safe; connect to establish pedestrian routes and public spaces and minimise and make provision for maintenance requirements.

**Unitary Development Plan DES4 - Relationship of 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 DES6 - Waterside Development**
This policy states that all new development adjacent to the Manchester Ship Canal will be required to facilitate pedestrian access to, along and, where appropriate, across the waterway. Schemes should incorporate a waterside walkway with pedestrian links between the walkway and other key pedestrian routes and incorporate ground floor uses and public space that generate pedestrian activity. Where it is inappropriate to provide a waterside walkway, an alternative route shall be provided. Development should protect, improve or provide wildlife habitats; conserve and complement any historic features; maintain and enhance waterside safety; and not affect the maintenance or integrity of the waterway or flood defences. All built development will face onto the
water, and incorporate entrances onto the waterfront; be of the highest standard of design; be of a scale sufficient to frame the edge of the waterside; and enhance views from, of, across and along the waterway, and provide visual links to the waterside from surrounding areas.

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 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 A5 - Buses
This policy states that new developments are required make adequate provision for access to and the use of buses; development should i) facilitate safe, direct and convenient access to existing bus stops; ii) make good any deficiencies in bus services, facilities or associated highway infrastructure iii) in larger developments make specific provision for new bus stops and other associated infrastructure.

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 Parking in New Development
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 EN9 - Wildlife Corridors
This policy states that development that would affect any land that functions as a wildlife corridor, or that provides an important link or stepping stone between habitats will not be permitted. Conditions and planning obligations may be used to protect, enhance or manage to facilitate the movement of flora and fauna where development is permitted.
**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 EN23 - Environmental Improvement Corridors**
This policy states that development along any of the city’s major road, rail and water corridors will be required to preserve, or make a positive contribution to the corridor’s environment and appearance.

**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
Planning Practice Guidance

**Local Planning Policy**

**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.

**Supplementary Planning Document - Design and Crime**
This policy document contains a number policies used to assess and determine planning applications and is intended as a guide in designing out crime.

**Supplementary Planning Document - Nature Conservation and Biodiversity**
This policy document expands on the policies of the Unitary Development Plan relating to the issues of nature conservation and biodiversity, and seeks to ensure that all stakeholders have a clear understanding of how those policies should be implemented and their desired outcome.
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 - Ordsall, Riverside
This guidance sets down the council’s broad vision for the regeneration of the area and sets out the principles to create a cohesive and distinctive character and sense of place to enable an appropriate mix of uses and high quality design in new development and public realm across the area.

Planning Guidance - Irwell City Park
This guidance relates to the intention to establish the Irwell City Park as an exciting and unique waterfront location within the Regional Centre.

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.

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.

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 the saved UDP MX1/4 policy area in which a variety of land uses are deemed appropriate. The site also falls within the Regent Road Quarter Character Area, as identified in the Ordsall Riverside Planning Guidance. Policy OR11 of this guidance promotes a broad mix of uses and the Reasoned Justification to this policy notes that there is scope for some taller apartment buildings in this location. A residential development is therefore deemed to be appropriate on this site.

In this part of the Regent Road Quarter Character Area policy OR1 and OR11 of the Ordsall Riverside planning guidance states that planning applications that seek to introduce non-employment uses into sites or buildings that are, or were last used for, employment purposes will only be approved where the residential development forms part of a mixed use development where at least 50% of total floorspace comprises non-residential use.

The development does not provide at least 50% of the total floorspace as employment uses; as such the proposal would be contrary to Policy OR1. However regard should be given to the sites characteristics which do not lend themselves to being redeveloped for industrial uses because of the sites relatively small footprint and it is highly likely that an industrial use would not be compatible with the adjacent residential development.

In terms of commercial uses, the scheme does incorporate a retail element, the merits of which will be assessed later. Commercial units require ground floor frontage and this is not going to achieve the quantum of development to meet the 50% requirement for non-employment uses. To accommodate residential access to the upper floors and servicing, accommodating a larger quantum of retail floorspace will be difficult to achieve on this site due to the size of the buildings footprint. Also it is acknowledged that the site is located adjacent to the river and away from a main road frontage and it is acknowledge that there is commercial floorspace within the Lowry Wharf development which is under utilised.

If at least 50% non-residential use was to be achieved it is likely that the most appropriate employment uses for this site would be for offices. However, offices of this scale would be directed to alternative locations within or on the edge of an existing centre and/ or adding to existing clusters such as that found to the south of Ordsall Lane and across Salford Quays, taking advantage of better transport connections. The site is not well connected to
either a centre or existing office provision and it would be difficult to justify under the town centre sequential test. For the reasons outlined it is considered that there is sufficient justification to outweigh the need to comply with Policy OR1.

OR1 also requires it to be clearly demonstrated that all reasonable steps have been taken to relocate existing businesses. In this case the site is vacant and has been for over 6 years therefore there are no existing businesses to relocate. Finally the policy requires the development to comply with other policies in the Ordsall Riverside Planning Guidance and this will be considered later in the report. Should the development do this then the scheme is considered to meet policy OR1.

The site is located to the south of Regent Road Neighbourhood Centre (RRNC) as defined by Policy S1 of the UDP. For retail purposes the NPPF defines ‘edge of centre’ as a location that is well connected and up to 300m of the primary shopping area. The UDP does not define the primary shopping area of neighbourhood centres but in this particular centre the majority of the retail units are located on the northern and western edges, furthest away from this site. In addition the site is then located to the rear of the casino and 2 drive thru restaurants so it is not considered that the site would function as a fully integral part of the existing RRNC. It is therefore considered that, although the site is within 300m of the neighbourhood centre, it should be considered as an out of centre site.

The site is allocated within the UDP within policy MX1, which states that retail and food and drink uses are acceptable in this area, where they are consistent with the retail and leisure policies. Paragraph 24 of the NPPF requires a sequential test to be applied to applications for main town centre uses that are not in an existing centre and not in accordance with an up-to-date development plan.

The applicant has not provided a sequential site search exercise, nor a locational requirement argument. However, the quantum of floorspace proposed is considered to be limited, and given the number of dwellings proposed could arguably be justified on local needs. Whilst the site is a relatively short distance from the RRNC, it is unlikely there would be substantial impact on the vitality and viability of this centres retail offer.

Paragraph 6.43 of the Ordsall Riverside Planning Guidance states that ‘proposals for retail and food and drink uses will be permitted where they are consistent with UDP policies but that it is anticipated that new retail development will be limited to small scale local-needs provision’. The scheme as proposed is consistent with this approach. It is also recognised that the inclusion of a retail unit on the northern side of the building would provide activity to the buildings main frontages and improve the natural surveillance of this improved public space and key route down to the river in accordance with policy OR3. It is considered, on balance, for the reasons set out above, that the proposed town centre use element is acceptable.

**Housing Mix**

The proposed scheme would comprise 180 apartments. The proposed mix of dwellings is as follows:

<table>
<thead>
<tr>
<th>Dwelling</th>
<th>Number of units</th>
<th>Percentage</th>
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<tbody>
<tr>
<td>1 bed apartment</td>
<td>82</td>
<td>46%</td>
</tr>
<tr>
<td>2 bed apartment</td>
<td>85</td>
<td>47%</td>
</tr>
<tr>
<td>3 bed apartment</td>
<td>13</td>
<td>7%</td>
</tr>
<tr>
<td>Total</td>
<td>180</td>
<td></td>
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</tbody>
</table>

Policy HOU1 of the Housing Planning Guidance acknowledges that the Ordsall Lane Riverside Corridor offers the opportunity to provide a broader mix of housing types than in other parts of the Regional Centre, including houses as well as apartments, to complement and supply the development of a sustainable mix of housing in the wider Ordsall neighbourhood.

Policy HOU2 of the Housing Planning Guidance describes that “where apartments are proposed, they should provide a broad mix of dwelling sizes, both in terms of the number of bedrooms and the net residential floorspace of apartments. Small dwellings (i.e. studios and one bedroom apartments) should not predominate, and a significant proportion of three bedroom apartments should be provided wherever practicable”. The reasoned justification to Policy HOU2 of the Housing Planning Guidance adds that “the majority of apartments in new development should normally have two or three bedrooms, with a floorspace and layout that makes them adaptable to changing needs (typically 57sqm or above).
Policy OR2 of the Ordsall Riverside Guidance describes that “in order to ensure that the Ordsall Lane Corridor offers a broader mix of dwelling types than in other parts of the Regional Centre, a significant proportion of family orientated dwellings should be provided”. Reasoned Justification (RJ) para 6.59 defines a family-orientated dwelling as being dwellings with 3 or more bedrooms that provide a good level of outdoor private amenity space (for example, being situated on the ground floor with an outdoor garden or having a reasonably-sized outdoor terrace), such as traditional houses and apartments with gardens, duplexes, and apartments with roof gardens.

The guidance at para 6.64 to 6.65 recognised that within the character area of this development ‘Regent Road Quarter’ the scale and proximity of employment development and the impact of existing and any planned taller buildings is likely to limit the opportunity to create attractive family accommodation that provides a satisfactory level of amenity. But the guidance still anticipates that there will be opportunities to include family orientated dwellings and where practical 30% of dwellings in developments in these areas should also be family orientated dwellings.

The mix, in terms of bedrooms, is consistent with Policy HOU2 of the Housing Planning guidance. All of the units with two bedrooms or more have a floorspace of over 57sqm in accordance with HOU2. The scheme does provide for three bedroom units but none of these would fall within the definition of family accommodation as defined by the guidance. The difficulties in providing family accommodation within high density schemes are recognised, and this argument has been accepted on other consented apartment schemes within the corridor. However the proportion of three bed apartments is lower compared to those consented in other apartment developments within the corridor. The applicant has sought to justify this in accordance with para 6.66 of the guidance, their argument is summerised below:

- The number of three beds has increased from that originally submitted.
- The justification states that the number of three beds is higher than the Lowry Wharf and Villafont development and comparable to Wilburn basin. The schemes with more three beds (Woden Street, Everard Street, South Hall Street and Fairbrother Street) are developments which are more expansive and low rise.
- Tower developments are less suited to family living.
- In terms of the proportion of available rental units, around Derwent Street, the applicant states that they represent 13% of available stock and they consider that recent price reductions on these 3 bed units would indicate a reduced demand. The applicant also states they have experience of three bedroom units being more difficult to let.
- The applicant believes the mix of more 1 and 2 beds will provide accommodation for largest growth in family units, being single parent families.
- The proposed mix will contribute to a balance in overall mix across this part of the city, when viewed in context of other developments within the Ordsall Corridor.
- The development includes areas of public realm and has been redesigned which has increased the number of three bedroom units proposed, any further increase in numbers may require a redesign given site constraints. The applicant believes that given the relationship with surrounding buildings, the proposed layout is the most appropriate solution for the building and other changes may result in unacceptable impacts on neighbouring properties.

It is also recognised that the applicant is willing to make a financial contribution towards improving bus services along the Ordsall Lane corridor which will improve accessibility which supports the principle of higher density developments within the corridor. In light of this and with regard to the applicant’s justification it would be difficult to mount an argument to refuse this application on the number of three bedroom units.

It is noted that the site falls within a mid-value area as defined by the Planning Obligations SPD, as such there is no requirement for apartment schemes in this area to provide for affordable housing.

**Design and Visual Impact**

**Site Layout –**

The illustrative masterplan within the Ordsall Riverside Planning Guidance promotes the development of this site in conjunction with land to the north and west to provide a series of perimeter blocks to front the street and the riverfront, see extract below:
Policy OR11 states that the Regent Road Quarter Character Area will provide a permeable network of urban blocks with good access to the riverside walkway.

Policy OR3 requires development surrounding the public open spaces should adhere to a common building line to establish the area of open space. It also notes that areas of public open space should be overlooked by surrounding development and should have active uses fronting onto them.

Policy OR4 states that primary frontages of new development must follow key building frontages and for this site the key frontage is identified as the riverside walkway. It then goes onto state that development along defined frontages must contribute to overlooking and animation of the street space.

The scheme proposes one block of development. The block is roughly cross shaped and is positioned so that it has an elevation to the river and the projecting wing which runs along Derwent Street. As discussed in the description of development, the scheme includes the retention and improvement of the existing ramped access down to the river. The ramped access currently lands in the car park for the casino; it is the applicant’s vision that this upgraded ramped access/area of public realm will be the main route into the wider development plot in the future. This scheme will provide a pedestrian route between the ramp and Derwent Street and the main entrance into the proposed building will be taken from this route.

The Local Planning Authority (LPA) have questioned this layout and approach, highlighting whether the most appropriate way to develop the site would be to create an extension to Derwent Street, to include disabled access, and then to develop the ramped area with frontage onto the River. Although the applicant has listened to this point of view, they have not sought to deviate from the proposal presented. Their justification for such an approach is that a ramped access at the end of Derwent Street would have to be significantly long with a number of bends. The applicant considers that this would take up a significant amount of amenity space and that you would lose the sense of direction at the end of Derwent Street.

The LPA does see merit in the new upgraded ramp. In the short term the development will improve accessibility for those using the ramp as they would no longer have to use the convoluted route through a car park to access Ordsall Lane, which is less than ideal for disabled users. The scheme will also maximise natural surveillance of the new ramp by providing for a retail unit at ground floor within the development and balconies for apartments above, this is a vast improvement to the current ramp which lacks surveillance. In the long term when the wider
site is developed the ramped access will be an attractive gateway into this wider development plot which is supported.

The developer has worked hard with the LPA to develop a scheme which at ground floor respects the fact that the building has to have three frontages, these being to the river, to the public realm at the end of Derwent Street and to the new access to the ramp. The scheme has the main entrance into the building on the north elevation which is accessed from the newly created route to the ramp. Along this route, active frontage is maximised by a resident’s cinema, gym and the retail unit. There is also an entrance into the building from the southern elevation onto Derwent Street; land between this unit and the site boundary is identified as being a private residents garden. There is no formal access to the site along this southern boundary, as this requires agreement from the adjacent land owner. The applicant has confirmed they are in dialogue with the adjacent landowner; however no agreement has been reached at this point in time. Therefore the scheme as presented works independently and can also work if a right of access is granted. Such an approach is considered acceptable, the provision of a ground floor apartment and an entrance point will provide for natural surveillance of this route, should the adjacent land owner agree to remove the close boarded fence erected along this boundary. Having regard to the proposed scheme and how the new route to the ramp will alter pedestrian footfall together with factors of land ownership it is considered the scheme as proposed provides the appropriate activity to the hierarchy of routes through the area.

In respect of the riverside walkway, the planning guidance policy OR3 requires that developments fronting the riverside walkway should, where practicable, allow for the widening of the walkway to a minimum width of 8m. The provision of the walkway is a key element of Irwell City Park Planning Guidance, policy ICP17 of this guidance states that a combined footway and cycleway will be created along the entire riverside route of the Irwell City Park to provide the City Park with full public access all year round and at all times.

The existing walkway along the river, adjacent to the application site, is approximately 2.6m wide. An 18.7m section of the walkway, which sits adjacent to the proposed building, would be widened to between 2.6m and 8.1m. The remainder of the walkway will be retained at its current width. Whilst this would not create the desired 8m wide footpath for the entire length of the site this is not considered essential, for this site, given that it is highly unlikely that the footpath to the front of Lowry Wharf development will be widened in the near future – this is a new development that obtained consent in 2011. Also it would be difficult to increase the width of the walkway, while providing the proposed improvements to the existing access ramp down to the river. For these reasons and having regard to the fact that the walkway is of a sufficient width to be useable it is considered that the proposed site layout is acceptable, with the proposal making a positive contribution towards realising the aims and objectives of both the Ordsall Riverside and Irwell City Park Planning Guidance.

An entrance into the apartments and the retail units was proposed from the riverside walkway; however during the course of the application these elements have been removed due to flood constraints, the reasoning for such amendment is discussed in the drainage section of the report below. At ground floor (first floor from the riverside walkway) natural surveillance of the walkway would be provided from the retail unit and the gym the remaining part of this frontage being made up of plant and cycle storage. The applicants have confirmed that due to the size of the site and the fact the building has three frontages and the need to provide for services there is no scope to increase the activity at ground floor level along this frontage. Whilst this arrangement is not ideal, the layout does provide for a degree of surveillance from the apartments on the upper floors which is an improvement on the sites existing relationship to the riverside walkway. This will improve the pedestrian environment for users of the walkway in line with the UDP policies and planning guidance for the area.

Whilst the LPA is comfortable with the layout as presented, the RJ to policy OR4 of the planning guidance (para 6.98) states that given the fragmented nature of land ownership in the area, planning permission will not be given for incremental development that would unacceptably hamper or reduce the development options for the wider corridor, in accordance with policy DEV 6 of the UDP. Proposals for development of smaller sites in isolation must demonstrate that their implementation would not prejudice or unduly constrain options for redevelopment of adjacent sites. Compliance with the illustrative Masterplan would lend weight to such a case. Schemes that deviate from the illustrative Masterplan would have to provide alternative evidence that the proposals are compatible with potential future neighbouring development.

The applicant has undertaken an exercise to show how future development may come forward in different ways across the wider site and how this building would support and integrate into future phases. Three options have been presented and whilst they are only indicative, the LPA are satisfied that this site can be bought forward for development without prejudicing or unduly constraining the options for redevelopment of the wider adjacent sites.
Height and Scale –

There are a variety of building heights in the area surrounding the application site. To the south the Lowry Wharf development ranges in height from 5 to 11 storeys. To the north are single storey and two storey commercial units. On the opposite side of the River, in Manchester the apartment buildings range from 6 to 28 storeys in height.

The Ordsall Riverside Planning Guidance sets out some general principles for the height and scale of development for the area of the application site in policy OR4 and map 6. The guidance advises that development within the Regent Road quarter, where this development is sited, should be a maximum height of 10 storeys for the riverside building and 6+1 storeys (“+1” relates to an additional storey at roof level set back from the main frontage). It identifies the potential for exceptions to maximum height to allow slightly higher buildings at key corners. The illustrative masterplan does identify this site as having a new development of a greater height. The guidance does not given a view on how tall this building should be but the guidance does refer to a landmark building immediately south of Regent Road of up to 18 storeys.

The scheme has been amended and reduced in height from the 27 storey building initially proposed. The amended scheme is for a part 11, part 14, part 21 storey building. The applicants have sought to demonstrate that this height would be appropriate in the context of the surrounding built form and have undertaken a Townscape and Visual Impact assessment of the taller scheme. It is considered that the proposed height would not appear unduly tall when viewed with the adjacent site, Lowry Wharf. The proposed scheme would provide for increased height as per the guidance but this height would not be at odds with the guidance and would not fetter a landmark building as intended on Regent Road.

It is considered that the height and scale of the development would be appropriate for the site and the local area and complies with UDP Policies DES1 and DES5 in respect of its height and scale.

Detailed Design and Appearance –

In terms of the buildings appearance the fenestration pattern and arrangement of balconies have been developed to accentuate the verticality of the building. Where the brick work dominates in the elevation a recessed brick side panel has been introduced to add interest. The applicant has provided details of the window reveals and these are considered to be sufficient to add visual relief to the elevations. The palette of materials and their position on the building helps to add interest to the elevation and this in turn breaks up the massing of the building.

Along the riverside walkway the building is taken down to ground level so the building has a presence to the walkway. In order to address flooding issues, the car park louvers which were proposed at this level have been replaced with high level louvers. This change is not ideal from a design perspective, and in order to add visual interest the applicant has incorporated feature brick panels below the high level louvers. The brick panel detail is not clear on the proposed elevation so details of the feature brick will be secured through the materials condition. It is considered that these proposed treatments have been carefully considered and are an appropriate design solution given the buildings internal layout and the flood constraints which need to be considered.

The elevations would comprise of two contrasting brick facades; a white brick with light coloured mortar and a dark grey brick with dark coloured mortar. A bronze metal cladding would be used around the top of the building and this would also be used on the elevations to add visual interest. Bronze coloured louvres, doors and windows frames are proposed.

The applicants have undertaken a material study looking at materials locally and found there to be a mix of different materials in the area, whilst neighbouring residential buildings are predominantly brick and cladding. It is therefore considered that the palette of materials as outlined above would be appropriate. In choosing the preferred materials the applicants have explored a number of different colour combinations and consider the preferred option to complement the surrounding area as well as paying homage to the industrial engineering history of the site, this position is accepted.

A materials condition is recommended to agree all external finishes which will ensure that the development will be of the highest quality.
Overall it is considered that the development in itself would have its own identity and would have a positive impact on the visual amenity of the surrounding area in accordance with the design policies referenced above.

**Landscaping and Public Realm**

As discussed above the scheme includes the improvement of the existing access ramp down to the River Irwell transforming it to a new public space. Public realm will be created around the development and the tow path will be widened at points where the development is set back from the eastern boundary of the site. The application has been supported by an indicative landscaping scheme and does not include technical details or specifications. A condition is recommended to secure a full landscape scheme.

The landscaping around the building will primarily be hard surfaced with evergreen planting and trees. It is felt that the retention of the embankment along the western boundary, with the adjacent car parking, constrains the pedestrian route between Derwent Street to the ramp. It is considered that this should be widened and the applicant should look at retaining structures to facilitate this. It is also important that this space ties into the pavement along Derwent Street to provide a continuous pedestrian link, this will be secured through the landscape condition.

The proposal will improve the existing ramped access down to the river to create a public square. This area would provide for a 1:15 ramped access along the arrangement of the existing ramp and stepped access would be provided. The area would include a series of ramped terraces for people to sit in. Soft landscaping would be provided in the form of grass, planting and trees. Whilst in principle the scheme is acceptable consideration needs to be given to how this area is designed so that it functions both as an amenity space and as a pedestrian route. Whilst it is acknowledged that the existing ramp will be closed while works to upgrade the area are completed, in order to understand how long works will take and ensuring that some form of public access is retained here at all times a condition for delivery of this will be secured by condition.

In respect of Derwent Street, the landscaping between the building and the southern boundary has been designed to function independently as private amenity space. If the fence along this boundary is removed and access from this point into the development can be agreed then this space will need to be redesigned, however, it is important that this space is retained as private amenity for future occupants. Careful thought should also be given to ensuring the ground floor apartment is provided with some defensible space. The final landscape scheme will be secured via the landscape condition.

In respect of the riverside walkway, this too is to be hard surfaced and is shown to include provision of raised planters and trees which will be a welcomed addition to the riverside walkway. The position of these trees requires careful consideration so they do not obscure views or create concealed areas along the walkway. Again this detail can be addressed and an acceptable solution can be secured through the landscaping condition.

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.

**Design and Crime**

A Crime Impact Statement (CIS) has been submitted in support of this application. The CIS is supportive of a scheme that will increase activity in the area potentially reducing the potential for crime. The basement parking area and cycle store will allow residents a space to store their vehicle or cycle securely off the street.

The CIS raises a number of points which need to be considered to improve the security of the development, the main one being the proposed river side entrances into the building. These access points have been removed from the proposal for flood reasons and therefore consequently this addresses the concerns raised in the CIS.

The CIS discusses the importance of lighting in the public areas, lighting details across the public space will be secured through the landscaping condition. The report makes a number of recommendations on the specification of fixtures and fittings within the development and how the development is managed. It is considered that these recommendations sit outside the 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 redevelopment of the site presents an opportunity to improve security in the area through the introduction of increased activity and active frontages onto streets.

Amenity

The apartment developments situated within Manchester, on the opposite side of the River Irwell sit 47m from the application site. It is considered that the application site is sufficiently offset from these apartments so that the introduction of this development will not have an unacceptable overbearing impact on amenity these residents currently enjoy.

The nearest occupied residential properties are within the Lowry Wharf development located to the south of this application site. There are habitable room windows within the Lowry Wharf (Riverside and Riley Buildings) development which directly face the application site. The proposed building at its closest point would be 11.96m from the facing elevation of The Riley Building. The distance between the two buildings would get gradually wider moving along Derwent Street to the river, as the proposed development is at an angle to The Lowry Wharf development, so at the river the development is 21.3m from The Riverside building.

Whilst this relationship is close, it is comparable to other developments within the Ordsall Riverside corridor and the development respects the building line of the existing Derwent Street. The scheme follows the design parameters of the planning guidance which seeks to develop this site with a perimeter block which realises Derwent Street as a route down to the river.

In terms of loss of light, the applicant has submitted a daylight/sunlight assessment. This has assessed the impact of the development in terms of daylight/sunlight on the amenity of residents within the Riley building. The assessment is based upon a previous footprint of the building, but it is acknowledged that the revised footprint has bought the development further away from the Riley Building and this can only seek to improve the daylight/sunlight levels. The model presented in the assessment uses a mirror image as a starting point which prevents a “first come, first served” scenario, where preceding developments can sterilise adjacent development sites, this approach is considered to be appropriate. The report details that 84% of the windows assessed will meet the Average Daylight Factor (ADF) targets. Of the 15 rooms that don’t meet the factor 9 of these are bedrooms and the remaining six rooms are living kitchen diners, which will receive between 1.3%-1.4% ADF, against the target of 1.5% In respect of the second daylight methodology ‘No Sky Line’ (NSL) 62% of the rooms did not meet the recommendations, 32 of the 35 rooms that did not meet this factor are bedrooms and the remaining two are living kitchen diners. In respect of sunlight the report notes that within the Riley building there are no living rooms, or living kitchen diners, that face within 90 degrees of due south, and so in line with the BRE Guidelines, no sunlight assessment is required. The conclusion of this report states that the results show good overall level of compliance.

In light of the above it is considered that there will be an impact upon the outlook from and light to the habitable rooms within Lowry Wharf (Riverside and Riley Buildings) and to a lesser extend there will be an impact upon privacy. However it is not considered this will be to a degree which will unacceptably impact the living environment of neighbouring residents to warrant refusal of the planning application. On balance, it is considered that the regeneration benefits of the scheme far outweigh the amenity impact and as such the scheme is considered to be appropriate in this regard.

To the north and west of the application site, land is still within commercial use, therefore there are no direct amenity impacts resulting from the development. The applicant has sought to demonstrate that the scheme will not fetter future development of these sites to the Local Planning Authority’s satisfaction and this has been discussed in detail earlier in this report.

In terms of the amenity of future occupiers all habitable room windows within the development would have sufficient outlook. In terms of outdoor amenity this will be provided at ground floor level between the building and the southern boundary and a private dining terrace is also proposed on the 11th floor. The external private amenity space within the development is considered to be limited when compared to other residential developments along the corridor. However it is acknowledged that a number of the apartments have their own private balconies and additional amenity space is proposed within the building in the form or a resident’s community room, gym and private dining room. Therefore on balance it would be difficult to substantiate a reason for refusal on these grounds.

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

The planning application has been supported by a Transport Assessment (TA) and Travel Plan (TP). Additional information has been provided during the course of the application to address concerns. This has been reviewed by both Transport for Greater Manchester (TfGM) and the Local Highway Authority.

Vehicle access into the site will be taken from Derwent Street and the proposed level of parking is approximately 18 spaces for the 180 dwellings, this equates to 10% parking provision. One of the spaces is identified for disabled use which is acceptable and accords to Salford's UDP. The City's highways officer believes the restrictive car parking provision will serve to reduce future car generated traffic and subsequently, impact on the operational capacity of the highway network. In addition the development will provide 160 secure cycle spaces, which equates to an 88% provision.

The Housing Planning Guidance para 4.8 recognises that the Ordsall Lane Riverside Corridor has generally lower public transport accessibility than other areas of the Regional Centre. The current bus services provide a limited frequency service. There are currently two bus services running on Ordsall Lane, the 70/73 is an hourly service while the 294 runs only two services per day. Additional services are available on Regent Road. The City's highways officers believe it is important to provide additional services at the outset of the development to influence people's travel patterns in order to increase the sustainability of the development and to reduce the impact to the local highway network. Along the wider corridor, developments are contributing towards the provision of a bus service along Ordsall Labe to improve accessibility. In this regard the applicant has agreed to make a financial contribution to improve public transport routes in the Ordsall Riverside Corridor.

The applicants have also submitted a draft travel plan in order to promote the use of public transport. This has been reviewed and it is considered that the Travel Plan Framework submitted is lacking detail and further detail is required to ensure that the document provides a firm commitment to encouraging the use of sustainable transport. This can be secured through a Full Travel Plan (TP) which can be secured by condition, this will also require the submission of a further update to the TP within six months of first occupation, so that the actual travel patterns of residents can be surveyed and reviewed on an annual basis thereafter.

Part of the financial sum agreed with the applicant, there will be some money directed to a review of the existing TROs and to facilitate a loading bay on Derwent Street and amend existing TRO's or new TROs where required in line with the legal procedure.

It is considered that a financial sum directed towards a new bus service, car club lease and TRO review will enhance the sustainability of the development and place less demand on the private car. In terms of traffic impact and in view of the package of measure put forwards it is the view of the City’s Highway Engineer that it is unlikely that the proposed development will impact on the operational capacity of the local highway network. They believe that the restrictive car parking provision provided at this development may serve to influence people's travel patterns so there is not a high reliance on a private vehicle.

Traffic generation was based on trip rates from the TRICs database, The TA indicates that the proposed development is likely to generate 18 two-way vehicular trips in the AM peak hour (08:00-09:00) and 16 two-way vehicular trips in the PM peak hour (17:00-18:00). Therefore, in terms of the traffic impact, the City’s Highway Engineer has advised that the proposal is unlikely to result in significant material impact when dispersed to the local highway network providing adequate measure are put in place to encourage people to use public and other sustainable forms of transport.

There would be one vehicle access point into the new development off Derwent Street, in order to accommodate this access, works are required within the highway. The Highway Authority have requested that a car park signal system with a vehicle waiting area will be required, such details will be secured by condition.

The proposed car parking layout is considered to be acceptable. The City's highway officer is confident that 160 cycle spaces can be accommodated within the cycle stores proposed. However he has requested the detail design of these cycle stores is agreed by condition together with the provision of visitor cycle parking which has not been provided on site.

The scheme would include a marked out loading bay on Derwent Street, which is considered to be acceptable to accommodate a refuse vehicle/delivery vehicle. The refuse strategy for the development has not yet been agreed with the applicant. At present the bins would be stored in the basement and would have to be moved up
the car park ramp access to the street for collection, this arrangement is not considered to be ideal, therefore a full site waste management strategy for the site will be secured by condition.

The scheme would retain and improve the existing ramped access down to the river. A new pedestrian link from Derwent Street to the ramp would be provided which is considered to improve pedestrian and disabled routes through the area. Although the ramp access area is not intended to be used by cyclists, it is recommended that the applicant provide signage to advise cyclist to discount from their bicycles in order to minimise conflict between cyclist and pedestrians. In addition, the developer should grant a permissive right for the public to cycle and walk along this route, which can be protected by a S106 agreement in perpetuity.

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.

**Pollution**

**Air Quality -**

The development site is within the City Council's Air Quality Management Area and due to the scale of the proposals, an air quality assessment has been provided. The application is also supported by a noise assessment report. The report assesses existing and future air quality both with and without the development in order to assess the impact for the operational phase of the development. It also considers the air quality impacts from the development’s construction phase.

The report finds that future air pollutant levels will be below the relevant air quality standards and that no specific mitigation measures are required.

In terms of the construction phase, the report comments that the use of good practice control measures and the implementation of a dust management plan which would provide suitable mitigation for a development of this size and would reduce potential impacts to an acceptable level.

It is noted the air quality report recommends that the developer liaise with other high risk construction sites within 500m of the site boundary in order to ensure plans are co-ordinated and dust and particulate matter emissions are minimised. It is considered that this is particularly relevant in this area as there are several large scale residential developments currently in construction along Ordsall Lane.

The City's Environmental Consultant agrees with the findings of the air quality assessment report and raises no objection to the application on air quality grounds, subject to a Construction Method Statement condition to control dust and other environmental issues during the construction phase in liaison with surrounding developments.

**Noise -**

The application has been supported by a noise assessment. The report provides an environmental noise survey and subsequent noise impact assessment for the proposed development.

A glazing and ventilation strategy is recommended in order to meet the internal noise criteria requested by Urban Vision and as prescribed in BS8233 mitigation will be secured by condition.

Whilst the report concludes that external areas of the site will not meet the noise level design target of 55dB criteria, the applicant argued that in higher noise areas, such as city centres or urban areas adjoining the strategic transport network, a compromise between elevated noise levels and other factors, such as the convenience of living in these locations or making efficient use of land resources to ensure development needs can be met, might be warranted.

In similar developments in the surrounding area, the external noise criterion has been relaxed on smaller balconies which cannot generally be considered living areas. However, given the size of some of the proposed external areas, particularly the roof terraces, it is considered that the criteria should apply in this instance. In order to address this issue the applicant’s acoustic consultant has recommended the use of a suitable perimeter screen and incorporation of a balustrade to provide additional attenuation to noise levels, this will be secured by condition.
Contamination –

The planning application has been supported by a Phase 1 Geo-Environmental Site Assessment. The report comprises a review of historical mapping, geological and environmental data, as well as a site walkover in order to produce an initial conceptual site model for the proposed development. The report identifies a potential risk with regards to human health, controlled waters and hazardous ground gas and recommends an intrusive investigation in order to assess the potential pollutant linkages further. The City’s Environmental Consultants have considered the submitted information and agree with the recommendations of the report. A full contaminated land investigation can be secured by condition and on this basis, the scheme is acceptable in relation to contaminated land matters.

Ecology

The site is located adjacent to the River Irwell which is identified in the UDP as a Wildlife Corridor and therefore the application has been supported by an Ecology Report. The report has been reviewed by Greater Manchester Ecology Unit who has no objections to the scheme on nature conservation grounds. It has been noted that the design does not reference the River Irwell particularly well in terms of addressing possible enhancements to the wildlife corridor function of the river, but it is recognised that this area is particularly constrained. It is also acknowledged that other new developments nearby don’t do this either. However, the scheme will be subject to a comprehensive landscaping plan which will seek to achieve some improvements, where appropriate, in this regard.

In respect of biodiversity the Environment Agency (EA) have requested a condition be placed on the permission which protects the adjoining River Irwell watercourse and River Park.

Flood Risk, Surface Water and Drainage

The application site lies within Flood Zone 2 and 3 and is also within a critical drainage area and therefore the application has been supported by a Flood Risk Assessment (FRA) which has been updated during the course of the application to respond to concerns of the Environment Agency (EA).

The basement, due to land levels, lies within Flood Zone 3, and concerns were raised that in the event of a flood, given the flood levels, safe access and egress from the building may not be secured. In response to such concerns the applicant has removed the entrance into the apartments and the retail kiosk via the riverside walkway. Removing these entrances at basement level has removed the low level point in the development where water can enter the building and this has reduced the risk in the event of a flood. In light of this amendment the City’s Drainage Engineer considers that suitable measures can be employed to protect future occupants in the event of a flood and such measures can be controlled by condition. In addition to this conditions are recommended to secure finished floor levels and flood resilient construction.

In terms of surface water the City’s drainage engineer has recommended a condition securing a surface water drainage scheme which would secure either 50% of the existing (or to greenfield runoff, whichever is greater) which uses sustainable drainage methods.

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

Trees

The application has not been supported by a Tree Survey and, following a site visit and assessment of the existing trees on the land, the Arboricultural Consultant considers that there is little point of requesting a survey. The site accommodates a number of self-seeded trees and two Rowan. The self-seeded trees have been assessed as having very little amenity value (a mixture of category C and U). The two Rowan (category C) are of a slightly better quality but do not merit protection by a Tree Preservation Order.

A landscaping proposal has been submitted which identifies that suitable replacement planting will be carried out in mitigation for the trees to be lost. As discussed earlier in the report, a landscaping scheme for the site will be secured by condition. In order to ensure that the replacement trees are appropriate in terms of their species, location, specifications and planting methodology these details will be requested to form part of the landscape scheme.
**Heritage**

The application has not been supported by an archaeological desk based assessment to determine the presence of heritage assets with an archaeological interest, nor has the Historic Environment Record been consulted. Greater Manchester Archaeological Advisory Service (GMAAS) have commented to advise that the Design and Access Statement that accompanies the application is misleading as it suggests the site has been occupied only since the 1870s. In actual fact, their records show that buildings have been on this site since the late 18th century. The detailed Ordnance Survey map of 1848 shows a range of buildings within the proposed development area, belonging to Sunnyside Silk and Cotton Mill and including a boiler house and chimney. Combined silk and cotton mills are extremely rare in Greater Manchester. In the second half of the 19th century the site becomes an engineering works.

GMAAS consider that the site has considerable potential for the survival of below-ground archaeological remains relating to the industrial period. These are not yet understood in terms of their historic evolution, function, character, extent, depth and relative significance. However, it is clear that the large scale nature of this development will involve wholesale destruction of the site’s heritage. GMAAS are happy that the remains will be, at best, of regional archaeological interest and therefore it is acceptable for them to be destroyed as long as an appropriate record is made first for research and public benefit purposes.

Whilst the desk based assessment should have been undertaken as part of the pre-application planning process, GMAAS are satisfied that, in this instance, the desk based assessment can be carried out as an initial stage of a programme of archaeological works and secured through a planning condition. It is likely that further mitigation will be required including evaluation through trial trenching, followed by targeted and more detailed excavation of significant remains that will be destroyed by development ground works. As a result, subject to a condition, the development is acceptable in terms of its impact on matters of archaeological interest. GMAAS will monitor the archaeology scheme through to satisfactory completion.

**Sustainability**

The City Council’s Sustainable Design and Construction SPD seeks to ensure that sustainable design and construction measures are integrated into new developments. Compliance with this SPD is demonstrated through submission of a sustainability checklist which the applicant had submitted in support of the application.

The applicant has also provided details of how the design and construction of the scheme would minimise energy consumption through passive heating, natural light and improved insulation and glazing. The statement confirms that the scheme has been designed and will be constructed to meet the requirements of Part L1A of the 2013 Building Regulations.

The development has been designed to employ a number of measures to reduce solar gain in summer without the need for mechanical cooling. The proposed glazing G-value has been optimised to provide a balance between minimising overheating during summer months and allowing passive solar heat gains during cooler times of the year.

The U-values for thermal elements such as external walls, windows, the roof and the ground floor will improve on the requirements of Building Regulations, as will air-tightness value which affords a controlled internal environment in terms of heat loss.

The apartments will use an energy efficient mixed-mode ventilation solution which harnesses passive natural ventilation in summer with active mechanical ventilation heat recovery (MVHR) preventing heat loss in winter.

- Energy consumption will be further reduced by:
- Low energy lighting;
- Automatic lighting control layouts and systems to circulation spaces;
- Presence and daylight control on external lighting;
- Energy efficient lifts (LED lighting and stand-by mode).

In addition, to aid occupants in monitoring energy use, metering is considered for electricity, separated such that heating/ventilation can be monitored. Information on the EU Energy Efficiency Scheme will be provided to occupants and, where provided, white goods will be chosen to achieve the highest possible ratings.
Low water use sanitary ware will be provided, including flow restricted taps and showers and dual flush WCs. Limits will be placed on bath sizes, water consumption of dishwashers, washing machines, kitchen waste disposal units and external tap flow rates to fit a maximum water consumption of less than 125 litres per person/per day.

It is considered that the development would meet the City Council’s aspirations in terms of sustainability and the requirements of the SPD and is therefore considered to be acceptable in this regard.

Planning Obligations

The application proposes the redevelopment of the site to provide 180 residential units. Given the scale of the development an assessment of its impact on nearby transport infrastructure and public realm is required in accordance with UDP Policy DEV5 and the Planning Obligations SPD (2015). If considered necessary, planning obligations will be sought to mitigate the impact of the development. The applicant has agreed to meet full planning obligations.

As noted within the Highways section of this report, it is considered that improvements to public transport services along Ordsall Lane, specifically in the form of bus service provision, are required to create a truly sustainable form of development where residents are not reliant on car-related travel. As such financial contributions towards the provision of a new bus service along Ordsall Lane have been sought to mitigate this impact. A contribution will also be secured to cover the lease costs for a car club vehicle and also to review and provide for any TROs to mitigate the impacts of on street car parking as a result of this development.

In terms of public realm works it is proposed that the applicant is to undertake the works on site in lieu of any financial payment. These public realm works include the creation of a new pedestrian route and upgraded ramp access. The timetable for implementation of these public routes will be secured by condition. It is recommended that a clause be included in the Section 106 agreement to safeguard the permissive rights of way along the proposed pedestrian route through the site, from Derwent Street to the riverside walkway via the ramp/steps.

Conclusion

This application seeks to redevelop a former employment site to create a residential-led development that includes some commercial / retail provision, in accordance with UDP Policy MX 1 and the Ordsall Riverside Planning Guidance for the area. The applicant has sought to demonstrate how the scheme delivers the aspiration of the Ordsall Riverside Planning Guidance without fettering the development opportunities of remaining sites within the immediate area. The form of development would meet the design aspirations of the planning guidance. There will be no adverse ecological impacts. The applicant has identified acceptable strategies for dealing with land contamination and the drainage of the site. Mitigation is also proposed to safeguard existing and future occupiers in respect of noise and air quality. The development has incorporated a number of sustainability and energy saving measures into its design and layout. The Highways Authority considers that the scheme is unlikely to result in a severe highway impact subject to mitigation in the form of planning obligations. In this regards a financial contribution would be used to deliver a new bus service along Ordsall Lane, review of TROs, provision of a car club vehicle and on site public realm works would also be secured. The report does identify amenity impacts for existing and future occupiers but given the site is identified for development and in the overall planning balance it is considered that proposals would make a positive contribution to the regeneration of the Ordsall Riverside area and represents a sustainable form of development that complies with the relevant policies within the City of Salford’s UDP and the NPPF.

Recommendation

Planning permission be granted subject to the following planning conditions and that:

1) The Strategic Director of Environment and Community Safety be authorised to enter into a legal agreement under Section 106 of the Town and Country Planning Act to secure the following heads of terms:

A financial contribution of £329,125 to deliver:
   o The provision of a new bus service (and the marketing and infrastructure required to support such a service) between Salford Quays and Manchester City Centre, via Ordsall Lane;
   o Review and Delivery of TROs within the vicinity of the application site.
   o Lease of a car club vehicle
Permissive rights of way for a new pedestrian access route through the site connecting Derwent Street with the riverside walkway.

2) That the applicant be informed that the Council is minded to grant planning permission, subject to the conditions stated below, on completion of such a legal agreement;

3) The authority be given for the decision notice relating to the application be issued (subject to the conditions and reasons stated below) on completion of the above-mentioned legal agreement;

**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:
   - 2016-135-806 Site Demolition Plan
   - 2016-135-804RevC Proposed Site Plan
   - 2016-135-215RevB Basement Floor Plan
   - 2016-135-216RevD Ground Floor Plan
   - 2016-135-217RevA First Floor Plan
   - 2016-135-218RevC Second to Tenth Floor Plan
   - 2016-135-219RevA Eleventh Floor Plan
   - 2016-135-220RevA Twelfth to Thirteenth Floor Plan
   - 2016-135-221RevA Fourteenth Floor Plan
   - 2016-135-222RevA Fifteenth to Nineteenth Floor Plan
   - 2016-135-223RevC Twentieth Floor Plan
   - 2016-135-224RevB Roof Plan
   - 2016-135-230RevN Proposed East Elevation
   - 2016-135-231RevQ Proposed South Elevation
   - 2016-135-232RevN Proposed West Elevation
   - 2016-135-233RevP Proposed North Elevation

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

3. Notwithstanding any information submitted with the application, no development shall take place until an investigation and risk assessment has been submitted to and approved in writing by the Local Planning Authority. The assessment shall investigate the nature and extent of any contamination on the site (whether or not it originates on the site). The assessment shall be undertaken by competent persons and a written report of the findings submitted to and approved in writing by the Local Planning Authority before any development takes place. The submitted report shall comprise:
   
   i) a Preliminary Risk Assessment report, including a conceptual model and a site walk over survey.

   ii) where potential risks are identified by the Preliminary Risk Assessment, a site investigation survey of the extent, scale and nature of contamination and;

   iii) an assessment of the potential risks to:

      * human health,
      * property (existing or proposed) including buildings, crops, livestock, pets, woodland, and service lines and pipes,
      * adjoining land,
      * groundwaters and surface waters,
      * ecological systems,
      * archaeological sites and ancient monuments;

   iv) where unacceptable risks are identified, an appraisal of remedial options and proposal of the preferred option(s) to form a remediation strategy for the site.
The development shall thereafter be carried out in full accordance with the duly approved remediation strategy.

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.

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 or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater. The development shall be carried out in accordance with the approved details.

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.

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 should demonstrate that it has been prepared in liaison with other development sites within 500m of the site boundary. 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 including measures to limit on street parking;
   (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) measure to protect the River Irwell from accidental spillages, dust and debris; and
   (xi) a community engagement strategy which explains how local neighbours will be kept updated on the construction process, traffic management measures, public rights of way closures, 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.

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

7. The following noise standards shall be attained with respect to the proposed residential accommodation as stipulated in BS8233:2014 - Guidance on Sound Insulation and Noise Reduction for Buildings:
(i) internal noise levels of less than 30 dB $L_{A_{eq},8\text{hour}}$ within bedrooms between 23.00 hours and 07.00 hours
(ii) internal noise levels of less than 35 dB $L_{A_{eq},16\text{hour}}$ within living rooms between 07.00 hours and 23:00 hours
(iii) internal noise levels of less than 40 dB $L_{A_{eq},16\text{hour}}$ within dining rooms between 07.00 and 23.00 hours
(iv) typical individual noise events from road traffic and trains shall not be in excess of 45 dB $L_{A_{max}}$ in bedrooms between 23.00 and 07.00 hours

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.

8. Prior to the commencement of construction, excluding demolitions and works below ground, a scheme to demonstrate the use of ventilation measures which removes the need for future residents to open windows for general ventilation shall be submitted to and approved in writing by the Local Planning Authority. The approved ventilation measures shall ensure the standards in condition 7 above are not compromised and shall be implemented prior to the occupation of the development and thereafter be retained.

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 the commencement of construction, excluding demolitions and works below ground, full details of noise mitigation measures for the development shall be submitted to and approved in writing by the Local Planning Authority. The approved details shall be implemented on site prior to the occupation of the development and 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. The rating level ($L_{A_{eq},T}$) from all plant and machinery associated with the development, when operating simultaneously, shall not exceed the typical background noise level ($L_{A90,T}$) by more than -5 dB at any time when measured at the boundary of the nearest noise sensitive premises. Noise measurements and assessments shall be carried out according to BS 4142:2014 "Methods for rating and assessing industrial and commercial sound". 'T' refers to any 1 hour period between 07.00hrs and 23.00hrs and any 15 minute period between 23.00hrs and 07.00hrs.

11. The hours of operation of any retail use shall be submitted to and approved in writing by the Local Planning Authority prior to first occupation of the premises, which shall operate in accordance with those hours thereafter.

Reason: To safeguard the amenity of existing, neighbouring and/or future occupants of the development hereby approved in accordance with policies DES7 and EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

12. Use of air extraction equipment in the A3 use shall not commence until a scheme showing details of the means of extraction and filtration of cooking odours including specifications of the equipment, details of the finish of any external flue(s), measures to alleviate noise and vibration (and incorporating active carbon filters, silencers and anti-vibration mountings where necessary), manufacturer’s operating instructions and a programme of equipment servicing/maintenance shall be submitted to and approved in writing by the Local Planning Authority. The duly approved scheme shall be implemented in full before the use hereby permitted first takes place and shall remain operational thereafter.

Reason: In order to ensure the efficient dispersal of cooking odours from the premises in the interests of the amenity of neighbouring occupiers and to ensure that any ventilation flues/ducting can be accommodated without detriment to character and appearance of the host building and the surrounding area in accordance with policies DES1, DES8 and EN17 of the city of Salford Unitary Development Plan and the National Planning Policy Framework.
13. Notwithstanding the approved plans, details of the acoustic screen around the roof top amenity space shall be submitted to and approved in writing by the Local Planning Authority. The development shall be carried out only in accordance with the approved drawings prior to occupation and all approved details shall be retained thereafter.

Reason: To safeguard the amenity of the area in accordance with policy DES 1 of the City of Salford Unitary Development Plan and to safeguard the amenity of future occupants of the development hereby approved in accordance with policies DES7 and EN17 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

14. Notwithstanding any description of materials in the application no above ground construction works shall take place until samples or full details of materials to be used externally on the building(s) have been submitted to and approved in writing by the Local Planning Authority. Such details shall include the type, colour and texture of the materials, details of window reveals, brick feature panels and cladding joints. Only the materials so approved shall be used, in accordance with any terms of such approval.

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.

15. 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, bin storage areas, external lighting (including a plan showing lux levels at the gardens and windows of nearby receptors), CCTV (design, type, mounting, and colour of all equipment), planting plans, specifications and schedules (including planting size, species, numbers/densities and tree sizes (including the minimum height and circumference of stem at 1m from the ground level)), existing plants / trees to be retained, planting methodology, a scheme for the timing / phasing of implementation works and details of aftercare.

(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, unless the Local Planning Authority gives its consent in writing to any variation.

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 EN12, DES1 and DES9 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

16. Prior to the commencement of development a timetable for the delivery of the public realm and ramp down to the River Irwell shall be submitted to and approved in writing by the Local Planning Authority. The timetable should maintain a public route though the site at all times unless otherwise agreed in writing. The development shall be undertaken in strict accordance with the agreed timetable for delivery.

Reason: To provide a riverside walkway in accordance with Unitary Development Plan policies DES2 and A2 and the Irwell City Park Planning Guidance.

17. No development shall take place until the applicant, or their agents or successors in title, has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the Local Planning Authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
   - an archaeological desk based assessment
   - an evaluation of below-ground archaeological remains
   - where merited by the evaluation, targeted archaeological excavation
2. A programme for post investigation assessment to include:
- analysis of the site investigation records and finds
- production of a final report on the significance of the archaeological and historical interest represented.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. An agreed scheme for disseminating the results to the local and wider community.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason: To secure the evaluation and recording of any archaeological remains in accordance with Policy CH5 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

18. No development shall take place until a scheme for the provision and management of a riparian buffer zone alongside the River Irwell shall be submitted to and agreed in writing by the local planning authority. Thereafter the development shall be carried out in accordance with the approved scheme and any subsequent amendments shall be agreed in writing with the local planning authority. The riparian buffer zone scheme shall be free from new build development disturbance, temporary material storage, ensure appropriate environmental protection during development construction, and create a new high quality riparian development adjoining Irwell River Park and WFD waterbody.

The schemes shall include:
- plans showing the extent and layout of the buffer zone
- details demonstrating how the nearby river and ecological receptor will be protected during development
- details of any proposed soft landscaping, footpaths, fencing, lighting etc linking adjoining Irwell River Park.

Reason: Development that encroaches or actively disturbs on watercourses and key ecological receptors has a potentially severe impact on their ecological/wildlife value. Land alongside watercourses are particularly valuable for wildlife and it is essential this is protected in accordance with policy EN9 of the Adopted City of Salford Unitary Development Plan and the National Planning Policy Framework.

19. 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.

20. No development shall take place until a scheme for surface water drainage for the site using sustainable drainage methods and which includes details of how water quality will be improved, and how existing surface water discharge rates reduced to either 50% of the existing (or to greenfield runoff, whichever is greater), has been submitted to and approved in writing by the Local Planning Authority. The approved scheme shall be implemented prior to first occupation or use of the development hereby approved unless alternative timescales have been agreed in writing as part of the strategy.

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
- 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)

21. 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 as set out in the
Manchester Ship Canal 2010 Study 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.

22. The finished ground floor levels hereby approved shall be set no lower than 26.7m above Ordnance Datum (AOD).

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

23. Prior to the occupation of the development a detailed scheme identifying and providing safe route(s) into and out of the site to an appropriate safe haven and detailed flood plan should be submitted to and approved in writing by the Local Planning Authority. The approved system shall be brought into use prior to the occupation of any unit and shall be retained and revised at all times thereafter unless otherwise agreed in writing by the Local Planning Authority.

Reason: To ensure safe access and egress from and to the site in accordance with policy EN19 of the City of Salford Unitary Development Plan and the Flood Risk and Development Supplementary Planning Guidance and the National Planning Policy Framework.

24. Notwithstanding the provisions of Condition 2 of this permission and prior to the first occupation of the development hereby permitted, the applicant shall submit to and have approved in writing by the Local Planning Authority, details of the sustainability initiatives incorporated into the development. These initiatives shall reflect those highlighted in the Design and Access Statement ref 2016-135-D007 May 2017.

Reason: To ensure an energy efficient development in accordance with the provisions of Retained Policy EN21 of the City of Salford Unitary Development Plan and the Council's Sustainable Design and Construction Supplementary Planning Document.

25. No development shall commence, excluding demolitions and works below ground, until full construction details for site access onto Derwent Street including a car park signal system, a vehicle cross over area, temporary bin store area and a scheme for redundant access points to be reinstated as continuous footway and to provide tactile paving at the junction of Derwent Street and Ordsall Lane and at the entrance to the retail park are submitted to and agreed in writing by the Local Planning Authority. The scheme shall be constructed in accordance with the approved drawings prior to the occupation of the development.

Reason: In the interests of highway safety in accordance with policy A8 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

26. 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.

27. The vehicle parking, servicing and other vehicular access arrangements 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.
28. Notwithstanding the details submitted to date, the development hereby approved shall not be brought into first occupation until detailed plans showing the location and arrangement of a loading bay including Traffic Regulation Orders along Derwent Street has been submitted to, and approved in writing by, the Local Planning Authority. The development shall be implemented in accordance with the approved details and be retained thereafter.

Reason: In the interests of pedestrian safety and the safe operation of the highway network, having regard to Policy A10 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

29. Notwithstanding the details submitted within the Travel Plan, the development hereby approved shall not be brought into first occupation until a Full Travel Plan has been submitted to, and approved in writing by, the Local Planning Authority.

Within six months of the development hereby approved being brought into first occupation, a further, updated Travel Plan shall include the travel plan budget/targets, action plan, Travel Plan Coordinator details, Travel Pack information, incentives (such as weekly/monthly public transport tickets, cycle discounts, car club yearly membership) and 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 and the National Planning Policy Framework.

30. 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 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 the National Planning Policy Framework.

31. A scheme for the provision of signage to encourage cyclists to dismount from their bicycles when crossing the site shall be submitted to and approved in writing by the Local Planning Authority. The approved signage scheme shall be implementing in accordance with the approved details prior to the ramp being bought into use and be retained thereafter.

Reason: In the interests of pedestrian and cyclist safety in accordance with Policy A2 of the City of Salford Unitary Development Plan and the National Planning Policy Framework.

Notes to Applicant

1. **STANDING ADVICE - DEVELOPMENT LOW RISK AREA**

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 2017 until 31st December 2018

2. If, during any works on site, contamination is suspected or found, or contamination is caused, the LPA shall be notified immediately. Where required, a suitable risk assessment shall be carried out and/or any remedial action shall be carried out in accordance to an agreed process and within agreed timescales in agreement with the LPA.
3. The applicant's attention is drawn to the contents of the letter from United Utilities dated 20th July 2017.

4. The applicant’s attention is drawn to Best Practice Construction Guidelines to avoid any possibility of polluting the waterway during construction (ref. CIRIA guidance C532).

5. The Wildlife and Countryside Act 1981 (as amended) makes it an offence (with certain limited exceptions and in the absence of a license) to intentionally to kill, injure or take any wild bird, or intentionally to damage, take or destroy its nest whilst it is being built or is in use, or to take or destroy its eggs. Further, the Act affords additional protection to specific species of birds listed in Schedule 1 of the Act. In respect of these species it is unlawful to intentionally or recklessly to disturb such a bird whilst it is nest-building or is at or near a nest with eggs or young; or to disturb their dependent young. You are therefore advised to seek the advice of a suitably qualified ecologist before commencing works on site.

6. In discharging conditions 14 and 15 regard should be given to the recommendations within section 3 and 4 of the Crime Impact Statement submitted in support of this application.

7. In respect of landscaping details secured by condition 15 the applicant should seek to:
   - Widen the space to the west of the building and provide a seamless pedestrian link from Derwent Street to the ramped access down to the river.
   - Ensure trees planting along the riverside walkway does not obscure or conceal the entrances into the building at this level.
   - Provide the ground floor apartment with some defensible space
   - Ensure the ramped public open space area is designed so that it functions both as an amenity space and as a pedestrian route

8. The following advice is offered to the applicant

   **Model Procedures and good practice**

   Due to the former land use(s), soil and/or groundwater contamination may exist at the site and the associated risks to controlled waters should be addressed by:

   1. Following the risk management framework provide in CLR11, Model procedures for the management of land contamination https://www.gov.uk/government/publications/managing-land-contamination
   3. Further information may be found on the land contamination technical guidance pages on the direct.gov website https://www.gov.uk/government/collections/land-contamination-technical-guidance

   All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites. The competent person would normally be expected to be chartered member of an appropriate body (such as the Institution of Civil Engineers, Geological Society of London, Royal Institution of Chartered Surveyors, Institution of Environmental Management) and also have relevant experience of investigating contaminated sites. The Specialist in Land Condition (SilC) qualification administered by the Institution of Environmental Management provides an accredited status for those responsible for signing off LCR’s. For further information see - www.silc.org.uk

   Where the remediation / redevelopment of the site will involve waste management issues we offer the following advice:

   **Waste on site**

   The CLAIRE definition of waste: development 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 are waste or have ceased to be waste.

   The code of practice is available at: http://www.claire.co.uk Under the Code of practice:
Excavated materials that are recovered via a treatment operation can be re-used on site providing they are treated to a standard such 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 directly transferred between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically and that the permitting status off any proposed operations are clear. If in doubt we should be contacted on 03708 506 506 or at enquiries@environment-agency.gov.uk for advice at an early stage to avoid any delays.

**Waste to be taken off site**

Contaminated soil that is, or must be, disposed of is waste. Therefore it’s handling, transport and disposal is 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 2010
- 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 “characterisation of waste” – sampling of waste materials – framework for the preparation and application of a sampling plan” and the permitting status of any proposed treatment or disposal activity is clear.

You should be aware that any permit may not be granted. Additional ‘Environmental Permitting Guidance’ can be accessed via the government website at: https://www.gov.uk/environmental-permit-check-if-you-need-one

**Piling and Penetrative ground improvement methods:**

Piling or any other foundation designs using penetrative methods can result in risks to potable supplies from, for example, pollution / turbidity, risk of mobilising contamination, drilling through different aquifers and creating preferential pathways. Thus it should be demonstrated that any proposed piling will not result in contamination of groundwater.

9. No change to the surface of the Right of Way should be approved without consultation with the Council.

The developer should be made aware of his/her obligations not to interfere with the Public Right of Way either whilst development is in progress or once it has been completed; such interference may well constitute a criminal offence.

In particular, the developer must ensure that
- There is no diminution in the width of the right of way available for the use by members of the public.
- No building materials are stored on the adopted highway.
- No damage or substantial alteration, either temporary or permanent, is caused to the surface of the right of way.
- Vehicle movements are arranged so as not to interfere with the public’s use of the way.
- No additional barriers (e.g gates) are placed across the right of way, of either a temporary or permanent nature.
- No wildlife fencing or other ecological protection feature associated with wildlife mitigation measures are placed across the right of way or allowed to interfere with the right of way.
- The safety of members of the public using the right of way is ensured at all times.

10. Please note:
- The developer shall contact the Local Highway Authority to arrange a full dilapidation/Condition Survey of all adopted highways surrounding the site prior to works commencing on site;
- The applicant has to enter into a S50/S278 Agreement to facilitate associated highway works;
The applicant has to enter into a S177 agreement for any building over hang over the adopted highway/footway and over any part of the Riverside Walk footpath;

Applications for all forms of highway permits/licenses shall be made in advance 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; and

To discuss the above or for requests for general information regarding the adopted highway network shall be directed to the Local Highway Authority- 0161 603 4046

11. Maintenance of Road Cleanliness:
   - 'Site entrance ahead' signs shall be displayed on all approaches during working hours.
   - If the applicant do not intend to install a wheel wash, make every effort to clean mud/debris BEFORE a vehicle leaves your site i.e. pressure washing.
   - If the applicant have vehicle manoeuvres on and off site that could potentially deposit mud and debris, the applicant need to ensure that they deploy a street cleansing vehicle/vehicles during the activity and not just at the end of the morning or afternoon shift.
   - The applicant shall have signs available (on site) and deploy at the first signs mud being deposited on the adopted highway i.e. slippery road sign with 'Mud on Road' sub plates.

12. In respect of condition 27 the scheme for cycle parking should also include some visitor spaces within the public realm.

13. In respect of condition 21, the applicant is encouraged to consider incorporating a sustainable drainage system for the tree planting proposed as part of the scheme as is currently being piloted by the City Council for more information please contact Matt Ryan on 0161 7994050 or matt.ryan@urbanvision.org.uk

14. The following comments are offered on the draft travel plan for consideration when submitting a Full Travel Plan in respect of condition 30:
   - The Travel Audit section does not include enough information, there are more buses available to residents than they talk about in the Travel Plan, the bus services table needs to include more services.
   - The cycle section also needs to include more information; given their access to the river cycle way and how it connects to a larger cycle network.
   - Although there is no stop in the close vicinity, information regarding the Metrolink needs providing as it is a major form of transport in the city.
   - Nothing is mentioned of a travel plan budget or how long the TPC will be in post? This information needs including.
   - No clear action plan is included. An action plan needs including in the document and should outline the actions which need undertaking prior to occupation and following occupation, should include timescales and responsibility. Things like the Travel Pack and launch events mentioned in the travel plan need to be in place prior to first occupation.
   - The proposed Travel Pack needs to provide more information than is currently proposed, it should include bus timetables, cycle and walking routes, information of local amenity’s, contact details and name of the TPC, a copy of the travel plan, information of upcoming schemes and measures to encourage active and sustainable travel, information regarding incentives whether this be public transport discounts/tickets, cycle discounts or car club membership.
   - Information needs including of type and location or cycle parking.
   - It is mentioned that residents will be encouraged to start up groups such as bike user groups. This should be the job of the TPC to set up these groups while working with the residents.
   - How will the TPC be promoting such things as local and national cycle events? It is currently too vague, more information is required.
   - More practical incentives need including in the Travel Plan. Currently the only real incentives the travel plan hints at is cycle/taxi discounts. Incentives such as weekly/monthly public transport tickets, cycle discounts, safety equipment such as cycle lights reflective clothing etc., car club yearly membership need to be offered to every resident. They should be offered the choice of one incentive per person but the travel plan budget should allow for one per person.
   - Full survey results and real targets need including in the full travel plan.