

MANCHESTER CITY COUNCIL
REPORT FOR RESOLUTION

<u>Committee</u>	PLANNING AND HIGHWAYS
<u>Date</u>	20 th December 2007
<u>Subject</u>	083447/OO/2007/N2 OUTLINE APPLICATION for the principle of mixed use development comprising 466, 063sqm of residential floorspace (equating to a maximum of 4,348 residential units) Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space
<u>Location</u>	Land Known As Holt Town Waterfront And Bounded By Ashton New Road/ New Viaduct Street/ Bradford Road And, Carruthers Street, Bradford
<u>Applicant</u>	Cibitas Investments - East Manchester Ltd, C/o Agent
<u>Agent</u>	GVA Grimley LLP 81 Fountain Street, Manchester, M2 2EE
<u>Report of</u>	HEAD OF PLANNING

Purpose of report

To describe the above application for planning permission, the issues involved and to put forward recommendations.

Recommendation

The Head of Planning recommends that the Committee be MINDED TO APPROVE planning application **083447/OO/2007/N2** relating to OUTLINE APPLICATION for the principle of mixed use development comprising 466,063 sqm of residential floorspace (equating to a maximum of 4,348 residential units) Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space subject to a section 106 agreement and referral to the Secretary of State due to the HSE's advise against recommendation , and for the reasons set out in this report.

Financial Consequences for the Revenue Budget

There are no financial consequences for the Revenue Budget

Financial Consequences for the Capital Budget

There are no financial consequences for the Capital Budget

Contact Officer(s)

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Background Documents

Planning Policy Statement nos.1, 3,6,9,13, 15,16, 23,24,25
Unitary Development Plan Policies S2.1, S2.4, R1.1, H1.2, H.2.2, H2.7, E1,
E2.2, E2.6, E2.7, E3.3, E3.4, EM1, EM2, EM4, EM10.
Regional Planning Guidance for the North West UR1, UR4
Draft Regional Spatial Strategy
Guide to Development in Manchester Supplementary Planning Document and
Planning Guidance (April 2007).

Responses of:

Chief Executive's Landscape Practice Group
Head of Engineering Services
English Heritage
Head of Environmental Health (Pollution & Contaminated Land Sections)
Environment Agency
Greater Manchester Passenger Transport Executive
British Waterways
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Archaeological Unit
Natural England
Lancashire Wildlife Trust
Inland Waterways Association
Manchester International Airport
United Utilities Asset Protection,
Health and Safety Executive
Commission For Architecture And The Built Environment
Sport England
NWRA
Director of Neighbourhood Services

Third Party Consultations:

1 – 19 Broxton Street, Manchester, M40 7BN
1 –19, 2-16 The Mews, Manchester, M40 7BG
146 –162 Sandal Street, Manchester, M40 7BL
J F M, 250-252, Bradford Road, Manchester, M40 7BT
D C D Ltd, 256 Bradford Road, Manchester, M40 7BT
5- 11 Hooton Street, Manchester, M40 7BP
Awan Newsagents, 379-381, Bradford Road, Manchester, M40 7BW
383 –397 Bradford Road, Manchester, M40 7BW
Flats 1 - 40, Sycamore Court, 144 Sandal Street, Manchester, M40 7BS
Greater Manchester Fire & Rescue Service, Fire Station, Briscoe Lane,
Manchester, M40 2XG
R T & C Jackson Builders Ltd, Falmouth Street, Manchester, M40 8FL
150 –178 Brookhill Street, Manchester, M40 7AB
1 –23, 2-26, Padstow Street, Manchester, M40 7AD
1 –31, 2-32 Kenwyn Street, Manchester, M40 7AE
263 –293 Sandal Street, Manchester, M40 7BB
2-28 Penzance Street, Manchester, M40 7BD
114 – 122 Iron Street, Manchester, M40 7BF
79- 89, 76 Holland Street, Manchester, M40 7DA
St. Mark`s School Bungalow, Holland Street, Manchester, M40 7DA
St. Mark`s C Of E Primary School, Holland Street, Manchester, M40 7DA
71 Holland Street, Manchester, M40 7DA
Navigation Inn, 1 Bourdon Street, Manchester, M40 7DB
99 Butler Street, Manchester, M4 7JH
114 –144 Butler Street, Manchester, M4 7JJ
2 – 38 , 1- 31 Fulmer Drive, Manchester, M4 7JL
1 - 62 (all) Woodward Court, Manchester, M4 7JP
2a, Woodward Court, Manchester, M4 7JP
Zafs Butler Street Mini Market, 101 Butler Street, Manchester, M4 7JH
42 Woodward Street, Manchester, M4 7JW
1 –9, 2-34 Firbeck Drive, Manchester, M4 7JF
Trinity Methodist Church, Butler Street, Manchester, M4 7JE
Total Support Security & Cleaning Co Ltd, Community Centre, Butler Street,
Manchester, M4 7JE
1 –11, 2- 36 Troutbeck Avenue, Manchester, M4 7JG
28 – 40 Chippenham Road, Manchester, M4 7JR
1- 25 , 2- 12 Woodward Street, Manchester, M4 7JS
129 – 153 Butler Street, Manchester, M4 7JH
The Surgery, 126 Bollington Road, Manchester, M40 7HD
61 –91 Ridgway Street, Manchester, M40 7DT
1 – 11 Axbridge Walk, Manchester, M40 7DU
1 – 83, 2 –66 Bollington Road, Manchester, M40 7DX
1 – 71, 93 – 113 Ridgway Street, Manchester, M40 7FZ
1 -17, 2 – 28 Rolleston Avenue, Manchester, M40 7HH
1 –8 (all), 30 –84, 9 – 19 Marcer Road, Manchester, M40 7HJ
2 - 18 Holland Street, Manchester, M40 7HL
1 – 15 Welwyn Walk, Manchester, M40 7HP
1 – 8 (all) Croom Walk, Manchester, M40 7HQ
17 Welwyn Walk, Manchester, M40 7HP
2 – 8 Alker Road, Manchester, M40 7HR

32 –40 Tewkesbury Road, Manchester, M40 7DH
2 -28 Oulton Walk, Manchester, M40 7DZ
1-17, 2 – 16 Dinsdale Close, Manchester, M40 7EA
68 – 110 Holland Street, Manchester, M40 7DE
1 –29, 2-28 Tewkesbury Road, Manchester, M40 7DH
1 –17 Darton Avenue, Manchester, M40 7DL
1 -11 Winfell Drive, Manchester, M40 7BX
2 –20, 1 – 11 Barbeck Close, Manchester, M40 7DJ
31 Tewkesbury Road, Manchester, M40 7DH
1 –23 Eastfield Avenue, Manchester, M40 7DP
World Wide Food Store, 1 Queensbury Parade, Manchester, M40 7DW
3 Queensbury Parade, Manchester, M40 7DW
Aldi Foodstore Ltd, 5 Queensbury Parade, Manchester, M40 7DW
Flats 1 – 62 , Queensbury Court, Wardle Street, Manchester, M40 7DN
2 – 14 Nairn Close, Manchester, M40 7DQ
11 Queensbury Parade, Manchester, M40 7DW
12 Barbeck Close, Manchester, M40 7DJ
Flat 2a, Queensbury Court, Wardle Street, Manchester, M40 7DD
Aldi Foodstore Ltd, Varley Street, Manchester, M40 7AH
161 – 181 Varley Street, Manchester, M40 7AH
Family Service Unit, Varley Street, Manchester, M40 7AH
1 – 19, 2- 26 Sabden Close, Manchester, M40 7AR
1-10 (all) Hadlow Walk, Manchester, M40 7BJ
114 Sandal Street, Manchester, M40 7EF
The Stadium, 309 Bradford Road, Manchester, M40 7BQ
2 – 16 Saxon Street, Manchester, M40 7BY
106 - 124 Sandal Street, Manchester, M40 7EF
2 -24, 1- 33 Energy Street, Manchester, M40 7ZQ
10 Sandal Street, Manchester, M40 7AW
2 - 16 Cranfield Close, Manchester, M40 7AY
52 –66 Ridgway Street, Manchester, M40 7DR
1 –13, 2- 16 Audlem Close, Manchester, M40 7HA
2 – 14 Layton Street, Manchester, M40 7HG
2 – 30 Tinsley Close, Manchester, M40 7AU
18 –30 Cranfield Close, Manchester, M40 7AY
70 - 82 Ridgway Street, Manchester, M40 7DG
1 - 13, 2-16 Charnley Close, Manchester, M40 7AT
155 – 163 Butler Street, Manchester, M4 7JD
25 – 69 , 26 – 110 , 222 - 226 Bradford Road, Manchester, M40 7EY
40 –50 Ridgway Street, Manchester, M40 7FY
Church Of The Apostles Rectory, Ridgway Street, Manchester, M40 7FY
1 –13 Halmore Road, Manchester, M40 7FB
8 –22 Ridgway Street, Manchester, M40 7FZ
2 –14 Chippenham Road, Manchester, M4 6EH
2 –14 Saltford Avenue, Manchester, M4 6EL
2- 12 Weybridge Road, Manchester, M4 6FD
1 –41 Chippenham Road, Manchester, M4 6FF
1 –21, 2 – 24 Tidworth Avenue, Manchester, M4 6FJ
139 –151 , 88 – 166 Old Mill Street, Manchester, M4 6FE
2 – 16 Tavery Close, Manchester, M4 6FL

P Seddon Newsagents, 9 Chippenham Road, Manchester, M4 6FF
Ancoats Hospital, Old Mill Street, Manchester, M4 6EB
10 Piercy Street, Manchester, M4 6FB
1 – 9 Piercy Street, Manchester, M4 7HY
Tony`s Chippy, 3 Piercy Street, Manchester, M4 7HY
Ancoats Clinic, 6 Piercy Street, Manchester, M4 6FB
31 Pollard Street, Manchester, M4 7AW
Mancunian Textile Co, 115-123, Pollard Street, Manchester, M4 7JB
Burgess Beds Ltd, 113 Pollard Street, Manchester, M4 7JA
Bank Of England Hotel, Carruthers Street, Manchester, M4 7HZ
Cobsen Davies Roofing Ltd, 125-133, Pollard Street, Manchester, M4 7JB
Bridges Mill Centre, 22a, Beswick Street, Manchester, M4 7HR
Mersey Basin Trust, 22a, Beswick Street, Manchester, M4 7HR
Washington Print Ltd, 24 Beswick Street, Manchester, M4 7HR
Air Liquide Uk Ltd, 15 Pollard Street East, Manchester, M40 7FT
12 Bradford Road, Manchester, M40 7EZ
Dreamtex Ltd, Brunswick Mill, Bradford Road, Manchester, M40 7EZ
Flying Carpets, Wellington House, Pollard Street East, Manchester, M40 7FS
Sound Station Productions, Wellington House, Pollard Street East,
Manchester, M40 7FS
Peerbridge Ltd, Wellington House, Pollard Street East, Manchester, M40 7FS
Whalley Range All Stars, Wellington House, Pollard Street East, Manchester,
M40 7FS
Prime Time Studios, Wellington House, Pollard Street East, Manchester, M40
7FS
Fibreglass Tech, Wellington House, Pollard Street East, Manchester, M40
7FS
Pinstripe, Wellington House, Pollard Street East, Manchester, M40 7FS
S D C Security, Brunswick Mill, Bradford Road, Manchester, M40 7EZ
J K Halpern Hemmers, Brunswick Mill, Bradford Road, Manchester, M40 7EZ
12a, Bradford Road, Manchester, M40 7EZ
Loud (uk) Ltd, Wellington House, Pollard Street East, Manchester, M40 7FS
1 –21 Shawhill Walk, Manchester, M40 7BR
Bradford Inn, 112-114, Bradford Road, Manchester, M40 7AS
2 –52 Manstead Walk, Manchester, M40 7AX
2 –20 Millhead Avenue, Manchester, M40 7BU
Karpelle Ltd, Bengal Mill, Upper Helena Street, Manchester, M40 7EQ
Clothing Warehouse Co, Bengal Mill, Upper Helena Street, Manchester, M40
7EQ
Buttons Direct, Union Mill, Cambrian Street, Manchester, M40 7EG
Murphy Property Repairs, Union Mill, Cambrian Street, Manchester, M40 7EG
Hursthouse Manufacturing, Union Mill, Cambrian Street, Manchester, M40
7EG
The Van Parts Centre, Upper Helena Street, Manchester, M40 7EQ
Olympia Motor Services, Union Mill, Cambrian Street, Manchester, M40 7EG
46 Bradford Road, Manchester, M40 7AZ
Sharif & Sons, Bengal Mill, Upper Helena Street, Manchester, M40 7EQ
Cloran Asphalt, Bengal Mill, Upper Helena Street, Manchester, M40 7EQ
Just Mercedes, Bengal Mill, Upper Helena Street, Manchester, M40 7EQ
C S M, Union Mill, Cambrian Street, Manchester, M40 7EG

Ambron Ltd, Union Mill, Cambrian Street, Manchester, M40 7EG
Rainbow Cafe, Barking Street, Manchester, M40 7RS
Moonlight Fabrics Ltd, Moonlight House, 182 Bradford Road, Manchester,
M40 7BE
S K Joinery, 144 Bradford Road, Manchester, M40 7AS
Warmflow, 144 Bradford Road, Manchester, M40 7AS
Kays Joinery, 146 Bradford Road, Manchester, M40 7AS
10 Alan Turing Way, Manchester, M11 4DP
Manchester City Football Club Ltd, City Of Manchester Stadium, Rowsley
Street, Manchester, M11 3FF
English Sports Institute, Rowsley Street, Manchester, M11 3FF
Sports City, Rowsley Street, Manchester, M11 3FF
Squash Rackets Association, National Squash Centre, Rowsley Street,
Manchester, M11 3FF
1 –119 Newcombe Close, Manchester, M11 3TF
19 –23 Turnpike Walk, Manchester, M11 3TH
2 – 18 Yeoman Walk, Manchester, M11 3TJ
284 –316 Ashton New Road, Manchester, M11 3HY
C Of E School Of The Resurrection, Pilgrim Drive, Manchester, M11 3TQ
2 –8 Redfield Close Corley Walk, Manchester, M11 3TT
1 – 7 Warner Walk, Manchester, M11 3UF
1 –7, 2-4 Mounfield Walk, Manchester, M11 3UG
1 –7 Sunbeam Walk, Manchester, M11 3UH
1 – 7 Cowper Walk, Manchester, M11 3UJ
1 –13 Magpie Walk, Manchester, M11 3UL
1 –7 Ashcombe Walk, Manchester, M11 3UN
1 – 7 Lightfoot Walk, Manchester, M11 3UP
1- 7 Aldershot Walk, Manchester, M11 3UQ
1 – 7 Jenkyn Walk, Manchester, M11 3UR
2 –6 Atlantic Walk, Manchester, M11 3UX
2 – 6 Leghorn Walk, Manchester, M11 3UY
2 – 18 Seabright Walk, Manchester, M11 3UZ
M M & M S Hashmi, 19 Newcombe Close, Manchester, M11 3TF
310a, Ashton New Road, Manchester, M11 3HY
Dannys Hair Design, 286 Ashton New Road, Manchester, M11 3HY
Grange Community Centre, Pilgrim Drive, Manchester, M11 3TQ
1 –7, 2- 58 Havana Close, Manchester, M11 3JE
1 –17, 2- 16 Viking Close, Manchester, M11 3JF
2 –48 Castleton Walk, Manchester, M11 3QE
20 Castleton Walk, Manchester, M11 3QE
2 – 38 Manilla Walk, Manchester, M11 3QF
2 – 10 Cromarty Walk, Manchester, M11 3JA
1 –13, 2 – 16 Biscay Close, Manchester, M11 3JB
1 – 16 (all) Key West Close, Manchester, M11 3JG
2 – 32 Rockall Walk, Manchester, M11 3JH
1 – 15 , 2- 10 Fairisle Close, Manchester, M11 3JJ
1 –9, 2 – 18 Burns Close, Manchester, M11 3QA
2 – 12 Valley Walk, Manchester, M11 3QB
2 –16, 1 – 27 Doric Close, Manchester, M11 3QD
1 –25 Darley Street, Manchester, M11 3QG

1 –13 Abernant Close, Manchester, M11 3QJ
Townley Hotel, Albert Street, Manchester, M11 3QW
1, 3 Albert Street, Manchester, M11 3AS
1 – 27, 2- 14 Hassop Close, Manchester, M11 3JS
1- 73, 2- 80 Orme Close, Manchester, M11 3JX
1 –15, 2- 20 Euclid Close, Manchester, M11 3JT
17 – 23 Ellingham Close, Manchester, M11 3QP
1 – 21, 2- 14 Longham Close, Manchester, M11 3WA
1 –31 , 2- 8 Stedman Close, Manchester, M11 3WB
9 - 13 Croston Walk, Manchester, M11 3WD
1 –7, 2 –12 Silfield Close, Manchester, M11 3WH
The Corner Shop, Rylance Street, Manchester, M11 3NA
2b, Albert Street, Manchester, M11 3AU
173 Rylance Street, Manchester, M11 3NA
2a – 2q , Albert Street, Manchester, M11 3AU
33 – 35 Stedman Close, Manchester, M11 3WB
North Ridge High School, Palmerston Street, Manchester, M12 6PT
1 –47, 2- 46 Blakemore Walk, Manchester, M12 6PH
2- 20 Ramage Walk, Manchester, M12 6PJ
2 – 26 Bellis Close, Manchester, M12 6PL
221 –235 Palmerston Street, Manchester, M12 6PT
1- 25 Purslow Close, Manchester, M12 6PR
11a, Purslow Close, Manchester, M12 6PR
Mercedes Benz Manchester, Ashton New Road, Manchester, M11 3RR
2 Rowsley Street, Manchester, M11 3FF
Northern Optical Co, 1 Edwin Road, Manchester, M11 3NQ
Studio Alexander Ltd, 30 Philips Park Road, Manchester, M11 3FX
P C Hydraulics (northern) Ltd, 6-8, Hillkirk Street, Manchester, M11 3EZ
Clonezone Ltd, 9-12, Edwin Road, Manchester, M11 3ER
L Littlewood & Son Ltd, 3 Edwin Road, Manchester, M11 3ER
Comet Couriers, 8 Edwin Road, Manchester, M11 3ER
Connect Engineering, Thomas Brown House, 10 Edwin Road, Manchester,
M11 3ER
I C A Panels, Thomas Brown House, 10 Edwin Road, Manchester, M11 3ER
Instrumatics Ltd, Thomas Brown House, 10 Edwin Road, Manchester, M11
3ER
Britannia Car Hire Service Ltd, Edwin Road, Manchester, M11 3ER
Precision Printing Plates Ltd, Philips Park Road, Manchester, M11 3FU
Community Security (north West) Ltd, 6 Cambrian Street, Manchester, M11
3FY
32 – 40 Cambrian Street, Manchester, M40 7EG
Monarch Cartons, Upper Cyrus Street, Manchester, M40 7FD
Unit 4, Holt Town Industrial Estate, Manchester, M40 7FQ
Unit 3, Holt Town Industrial Estate, Manchester, M40 7FQ
Community Building Ltd, The Security Park, Cambrian Street, Manchester,
M11 3FY
Timber Ltd, Upper Cyrus Street, Manchester, M40 7FD
The Lodge, Fahay Industrial Estate Upper Helena Street, Manchester, M40
7EX
Burlington Works, Keymer Street, Manchester, M11 3HB

Posh Wash, Unit 1, Holt Town Industrial Estate, Manchester, M40 7FQ
Trafford Wharf Timber, Union Mill, Cambrian Street, Manchester, M40 7EG
Golden Fish & Chips, Unit 1, Beswick Street, Manchester, M4 7HR
Unit 2, Beswick Street, Manchester, M4 7HR
Post Office, Ashton New Road Post Office, 79 Beswick Street, Manchester,
M4 7HR
Dave`s Off Licence & General Store, Unit 3, Beswick Street, Manchester, M4
7HR
Thomas Shaw & Son (manchester) Ltd, Holt Town Industrial Estate,
Manchester, M40 7FQ
Ceiling Grids Ltd, Branson Street, Manchester, M40 7FJ
A Maffei & Son, Pollard Street East, Manchester, M40 7FS
P & L Industrial Equipment Ltd, Lind Street, Manchester, M40 7ES
79a, 79b, Beswick Street, Manchester, M4 7HR
Sepia Productions Ltd, Media Playground, 19 Lind Street, Manchester, M40
7ER
Pelican Press, 20 Pollard Street East, Manchester, M40 7ET
17-37, Cambrian Street, Manchester, M40 7EP
V J Tilbrook & Son, 4 Cavalier Street, Manchester, M40 7FE
Helping Hands Group, Media Playground, 19 Lind Street, Manchester, M40
7ES
21 Lind Street, Manchester, M40 7ES
S B Lachs & Co Ltd, Unit 2-3, Branson Court, Branson Street, Manchester,
M40 7FP
Unit 1, Branson Court, Branson Street, Manchester, M40 7FP
Fingershield Uk Ltd, Media Playground, 19 Lind Street, Manchester, M40 7ES
Dorfell (manchester) Ltd, 50 Cambrian Street, Manchester, M40 7EG
48 Cambrian Street, Manchester, M40 7EG
Hall & Rogers Ltd, Hillkirk Street, Manchester, M11 3EZ
1 Pump Street, Manchester, M40 7FH
Aunt Mary`s Nursery, Taunton Street, Manchester, M4 7FA
1- 3 Taunton Street, Manchester, M4 7FA
1 - 11 Gurney Street, Manchester, M4 7DZ
2 -12, 1- 15 Towcester Close, Manchester, M4 7FB
2 - 44 Purslow Close, Manchester, M12 6PR
Mary & Joseph House, 217 Palmerston Street, Manchester, M12 6PT
1 - 29, 2 - 10 Chesshyre Avenue, Manchester, M4 7ET
2 - 24 Sidwell Walk, Manchester, M4 7FT
1 - 3a - 9 , 2 -14 Badby Close, Manchester, M4 7EY
1 - 19, 2-12 Hackleton Close, Manchester, M4 7EZ
1 - 21, 2 -16 Maidford Close, Manchester, M4 7EG
201 - 207 Every Street, Manchester, M4 7EX
Mitchell Arms, 215 Every Street, Manchester, M4 7EU
Mattinson Ginty & Partners (employee Benefits) Ltd, The Bank, 209 Every
Street, Manchester, M4 7EX
Flat 1 -46 (all) , Crossley Court, 100 Pollard Street, Manchester, M4 7AS
3b, Badby Close, Manchester, M4 7EY
7a, Badby Close, Manchester, M4 7EY
7c, Badby Close, Manchester, M4 7EY
9a, Badby Close, Manchester, M4 7EY

14 –16 Gurney Street, Manchester, M4 7DZ
 16 Gurney Street, Manchester, M4 7DZ
 1 –7, 2- 16 Blisworth Close, Manchester, M4 7DT
 2 – 16 Adstone Close, Manchester, M4 7DY
 2 - 12 Gurney Street, Manchester, M4 7DZ
 1 – 23, 2 –8 Pattishall Close, Manchester, M4 7DU
 1 – 7 , 10 – 20 Tutbury Street, Manchester, M4 7DG
 Riverside Publishing, 1 Harding Street, Manchester, M4 7DR
 1- 23 Harding Street, Manchester, M4 7DR
 All Souls Rectory, Every Street, Manchester, M4 7DQ
 Flat A – L , 54 Every Street, Manchester, M4 7DN
 Ashbrook Lucas & Robinson, All Souls Church, Every Street, Manchester, M4 7DQ
 2 – 6 Fairham Walk, Manchester, M4 7DD
 2 – 10 Caterham Street, Manchester, M4 7DE
 Corpus Christy With St. Anne Rc Primary School, Carruthers Street, Manchester, M4 7EQ
 St. Annes Presbytery, Carruthers Street, Manchester, M4 7EQ
 Jarvis & Blackman, Pollard Street, Manchester, M4 7AN
 Cohen & Chapman, Vulcan Works, Pollard Street, Manchester, M4 7AN
 1 - 40 (all) Mayes Gardens, Manchester, M4 7FN
 12a, Mayes Gardens, Manchester, M4 7FN
 1 Oswald Street, Manchester, M4 7DW
 Davenport Trimmings Ltd, The Whitehouse, Snell Street, Manchester, M4 7EL
 Apartment 1-5, 49 Every Street, Manchester, M4 7DN
 Apartment 1- 12, 47 Every Street, Manchester, M4 7DN
 Manchester City Football Club Ltd, City Of Manchester Stadium, Rowsley Street, Manchester, M11 3FF
 The Crusty Cob, Beswick Street, Ancoats, Manchester, M4 7HR

Wards affected

**Ancoats And Clayton Ward
Bradford Ward**

Implications for:

Anti-poverty	Equal Opportunities	Environment	Employment
Yes	Yes	Yes	Yes

Introduction

1.1 The principal of development of this land for high density housing was considered by the Executive at their meeting on 17th January 2007, and Members endorsed the strategic approach to the regeneration of Holt Town as set out in the implementation strategy.

- 1.2 The development of Holt Town will transform an area of underused industrial land into a highly sustainable urban quarter within walking distance of the City Centre, and which is readily accessible by public transport. The scheme will enable historic mills alongside the Ashton canal to be brought back into use and enhance its character and setting, and provide a high quality public realm in the form of green links, a pocket park, and an improved River Medlock valley corridor. It would be an innovative high density approach to the delivery of family housing , which includes a bespoke mechanism for the delivering access to affordable housing for potentially all the residential units.

Description

- 2.1 This proposal details a comprehensive re-development of a site to the east of the City of Manchester Stadium, and covers an area of 38hectares (95 Acres). The site is bounded by Old Mill Street / Bradford Road to the west, the stadium and former gas works site to the east and north, the Ashton Canal to the east and Ashton New Road and Carruthers Street to the south. The area is predominantly industrial in character, with a number of historic mills, works and warehouses grouped along the Ashton Canal. Residential properties are located around Merrill Street, Beswick Street and Pollard Street, and to the north of the canal.
- 2.2 This is an outline application for which permission is sought for the principle of the uses on the site, access, and layout of the site. The current proposal would involve the creation of a dense urban development, which would be set on both sides of the Medlock Valley. The scheme would lead to a mix of uses with 4,348 residential units in a mix of 1, 2 , 3 and 4 bedroomed apartments and duplexes and two, three, and four /five bedroomed, three storey town houses. The indicative plans suggest that the accommodation would be in the form of a town house with a duplex above, and an apartment above the duplex accommodation. This gives rise to the six storey indicative massing, which is prevalent on the indicative elevational plans, and also the parameters plan which forms part of the application. However, revised plans reduce the heights of buildings in close proximity to existing residential accommodation to 3 and 4 storeys respectively dependant on location.
- 2.3 The proposed spatial and physical structure of Holt Town is built around a series of distinct development blocks. These support the perimeter blocks which deliver a range of residential and mixed use floorspace.
- 2.4 The commercial elements of the scheme comprise 2028sqm floorspace for purposes including Class A1 retail, Class A2 offices, Class A3 restaurant, Class A4 public houses and Class A5 (hot food takeaways), and 11,121sqm of floorspace for Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure purposes. It is envisaged that the commercial uses would be located at

ground floor level at key nodes within the site and along key routes within the area. The scheme also seeks approval for a primary school (1,424 sq.m.), plus associated access and open space.

- 2.5 The principle of retaining six listed buildings and structures and five buildings of townscape merit for conversion to both residential and commercial use is also sought.
- 2.6 Parking for this development would be a mixture of off street undercroft /basement parking to serve the residential properties (100% provision), and an element of on street parking to serve the commercial floorspace. A total of 4,931 spaces would be provided. The detailed design of the internal parking arrangements would be dealt with at the Reserved Matters stage of the process.
- 2.7 Vehicular access to the site would be taken from Carruthers Street, Beswick Street, Cambrian Street, Bradford Road (two further access points), Holt Town and Ashton New Road, with additional pedestrian access along the canal, and river valley.
- 2.8 The development proposals include a significant element of new public realm and open space within the overall site. The landscaping within the river valley would be improved, and a multi user games pitch would be provided. In addition a green route would be created to link Bradford Road to the River Medlock valley, with a linear pocket park being provided to the west of the proposed tram stop. Amenity space would also be created within the proposed courtyards. A 'Terrasse Anglaise' (elevated walkway) is also proposed would provide an additional route over the river.
- 2.9 Development of this site is proposed to be carried out on a phased basis, with the valley sides of the River Medlock being the first areas to come forward for development, followed by the areas on both sides of the Ashton Canal. The final element would be the areas to the south of the gas holders, which would only occur following their denotification.
- 2.10 An Environmental Statement has been submitted considering the following issues:
 - Regeneration and socio-economic impact;
 - Urban design and visual impact (i.e. townscape and views);
 - Historic environment (i.e. archaeology and heritage context);
 - Microclimate (i.e. ground-level wind conditions, sunlight/daylight);
 - Ecology;
 - Traffic and transport;
 - Ground conditions and Contamination;
 - Hydrology and flood risk;
 - Air quality;
 - Noise and Vibration;
 - TV reception;
 - Cumulative impacts (i.e. on local residents and pedestrians.

- 2.11 As well as drawings, the following documents have been submitted in support of the application:
Design and Access Statement, Transport Assessment, Crime Impact Statement, Statement of Community Involvement, Housing Market Assessment, Planning Statement, Development Framework, Design Handbook, Open Spaces Strategy, Flood Risk Assessment, Black Redstart and Bat surveys, Holt Town Shadow Analysis (5/10/2007, 01/11/2007) Environmental Standards Statement, Visioning Document, Design Clarification (November 2007), Tree Survey, Holt Town Waterfront planning application Further clarification
- 2.12 Prior to the submission of the above application the developers in Partnership with New East Manchester produced a development Framework for Holt Town in which they outlined their master plan for the area, their strategic principles and place making priorities.
- 2.13 The City Council has an interest in this site as a land owner. Members are reminded that in considering this matter, they are discharging their responsibility as Local Planning Authority and must disregard the City Council ownership interest.

Consultations

- 3.1 The application has been advertised on site and in the press as being a Major Development, as affecting a Listed Building, as affecting a Public Right of Way, and as being an application accompanied by an Environmental Statement.
- 3.2 Local Residents and Local Businesses - 5 letters of objection have been received from local residents on the grounds of:
- * Loss of historical structures in the area, specifically the loss of the Mitchell Arms on the junction of Merrill Street and Beswick Street (which is retained under the Metrolink proposals).
 - * That the scale of the proposed Merrill Street frontage at 8 and 12 storeys is inappropriate.
 - * Lack of recreational space within the proposed development, and that the scheme halves the area of the existing small park to the northeast by the inclusion of sites Q and R.
 - * Lack of private garden area - residents do not feel that the semi-private space amidst the six storey blocks is an acceptable alternative.
 - * One resident who has carried out improvements to his property feels the applicant is not offering an appropriate remuneration for his property and feels that it would be more appropriate for the row of terraced houses to be refurbished for family use rather than the building replaced by apartments.
 - * A resident on Cambrian Street feels that there has been little consultation on the scheme, and the two meetings at the school held by the developer prior to the application being submitted did not invite

views, but just told residents what was going to happen. He expresses concern that he would not be rehoused within the area and would not be likely to be able to afford the new properties. He is also concerned about the timeframes for the proposal.

* One resident outside the development site indicates he doesn't understand what is being proposed, but feels whatever he says would not make a difference.

A further letter was received seeking clarity over the location of the proposed development.

A letter of support has been received on the basis that this is a great opportunity for utilising and improving living standards for its residents, but queries where residents are going to stay during the proposed works.

Three letters have been received from local businesses. One seeks confirmation of the location of their business in respect of the proposal, and another strongly objects as he feels that he will be unable to relocate his business, and it is his intention to put in an application for his site at a future date.

The third is from a business, which has an interest in two sites which fall within the planning application boundary. One site is Wellington Mill and the other is a site at the junction of Pollard Street and Carruthers Street. They advise they are in the process of submitting applications for the redevelopment of both their sites for a residential –led, mixed use development. They are generally supportive of the wider aims and objectives of the 'Holt Town Waterfront regeneration area, but make the following representations:-

- The development plan process, which can holistically consider the wider context, aims and objectives in the public interest would be a more appropriate approach to take.
- The outline application approach does not offer the same rigor of scrutiny as the development plan process, and the 15 year time frame will potentially lead to the need to vary the outline application conditions and even Environment Statement parameters.
- The site and red for the application and the identified regeneration area boundary are not the same and the rationale for this is not clearly explained. They assume that the excluded sites are considered by the applicant to be in beneficial use supportive of the regeneration proposals and are therefore not required for the delivery of the masterplan. If this is not the case an explanation should be provided.
- The master plan area includes listed buildings. A hybrid application, or further supporting information would better address future use issues. They feel the Environmental Statement is insufficiently rigorous to test the potential impacts.
- They question the rationale for the inclusion of the land in their ownership, which is in pre-applications consultations stage. They also note other sites with the benefit of implementation planning

permission for uses which are compatible with the regeneration aims, and other listed buildings which are already in a mix of commercial and community uses. They believe there is no rationale for the application to include the above sites.

- The business feel that the argument put forward for rationale for the phasing of the site for plot Aa is considered to apply to one of their sites, and query why plot Aa is considered to be the most appropriate to develop first, and feel that a considerable area in tranche 2 will have potentially been developed before plot Aa and tranche 1. They feel the applicant should reconsider the phasing of the scheme and the site edged red in recognition of other developer activity in the area.
- They consider that a separate approach to define smaller and more precisely defined development blocks should be utilised in the areas of Block B/C and Block F/J, notwithstanding their view that these sites are not required to be included in this application. They feel this approach would permit a closer correlation between development sites and landownership..
- In terms of the masterplan, they are concerned regarding the height restriction within Block B/C to 6 storeys , as they believe that the site provides a transition between City Lofts (22 storeys) and the 7 storeys of Hope Mill. They feel the masterplan and ES parameters should provide flexibility in the built form to allow for greater building height to allow a transitional building response to evolve. In addition they believe that the Wellington Mill site has a greater redevelopment potential and has the capability to accommodate a taller element.
- They note the exclusion of a number of areas of the masterplan, and question why they were included in the masterplan.
- In addition the planning statement the masterplan proposes extinguishment of all existing highways, footpaths and rights of ways as part of the masterplan , and subsequent Road Closure Order. They feel they should be provided with the details of the draft Road Closure Order to allow proper scrutiny and clarity as to the extent of the Order.

3.3 New East Manchester

Have commented at length in detail about density, affordability, educational facilities and employment, which can be summarised as follows.

Density - Critical to the future regeneration strategy is the development of a richer demographic mix in the area, by providing choice which can offer competitive residential environments providing a quality of life as well as quality of housing to households which can exercise economic choices as to where they live and work.

The challenge is particularly acute in Holt Town, characterised by high levels of post-industrial dereliction and contamination, which add substantially to the cost of development land. If NEM and the City Council's wider policy objectives of population growth and a richer

demographic mix are to be achieved in Holt Town, residential development needs to achieve densities much greater than more traditional or conventional family housing, whilst also being attractive to economically mobile households.

Holt Town is promoted within the recently updated east Manchester Strategic Regeneration Framework 2008-2018, as one of a series of neighbourhoods which can provide a higher density, mixed-use residential offer and which is intended to attract residents with a broad range of lifestyles, who want innovative and contemporary accommodation.

The revised Strategic Regeneration Framework will be considered at the City Council's Executive on 19th December 2007, and as such will become a 'material consideration' for any future planning applications relating to Holt Town and indeed the wider east Manchester area.

Holt Town will provide larger than average dwellings, which benefit from high quality open space, good community facilities, easy parking and superb public transport links whilst achieving a sustainable density and mix of uses.

The density of the scheme supports:

- life and activity in the new community
- development of a sustainable mix of uses and social infrastructure
- provision of large scale new parks and infrastructure
- an inherently self policing and safe community
- developing innovative approaches to affordability and sustainability.

In summary, whilst it is true that the density of this development is driven in part by the need to achieve a return on investment in circumstances where there are substantial abnormal costs rising from the area's industrial past, it is also true that, if it cannot be made to work, there is no alternative development scenario that could succeed. For this reason, NEM and Cibitas believe that the concept of high-density family living needs to be tested and given every prospect of success through this development.

Affordability - Discussions on affordable housing between NEM and Cibitas have focussed on access to low-cost home ownership. Cibitas are keen to develop a privately funded shared ownership model and subject to the viability of this proposal, this would provide a low-cost home ownership offer to 100% of purchasers. This model supports NEM's aspirations for pathways to home ownership outlined within the updated Strategic Regeneration Framework and whilst there is no guarantee at this time of the model's viability, it is important to note that a fall-back position will be 5%, 10% and 15% respectively over the three phases of development.

Educational facilities - NEM supports the site allocation for a new primary school within the Holt Town waterfront development. Such a facility will provide for families moving into this area and indeed the surrounding neighbourhood. However, NEM would wish to ensure that surplus places within adjacent existing schools are monitored to enable the proposed school to be developed at the appropriate time.

Amenity Space - NEM welcomes proposals outlined within the Holt Town waterfront development to provide high quality public amenity space, making good use of the River Medlock as an asset. It is however, essential that a robust neighbourhood management regime is adopted and delivered for the foreseeable future.

Commercial - Business relocation needs to be given extensive consideration. A number of businesses in the area are local employers, and are sustainable and viable enterprises. NEM has been working with Cibitas to assist these companies. This level of commitment to relocation of businesses should be maintained, and proactively progressed.

3.4 GMP Architectural Liaison Officer

Advises that as stated in the Crime Impact Statement, early consultation and involvement in the detailed design of each phase of the development is considered essential. This will allow the development to be assessed in terms of its likely effect on crime and disorder and identify design solutions based on that analysis, to reduce the opportunities for crime and the fear of crime.

3.5 NWDA

They advise that they do not wish to comment on the application.

3.6 Lancashire Wildlife Trust

They advise that although floating water plantain has not been found in the section of the Ashton Canal affected by the proposed development, the canal contains other wildlife interest, which is detailed in the Environmental Statement. They recommend that the canal should not be polluted by building materials or chemicals during any construction. They also welcome the public open space plan, but indicate that the introduction of a grass strip alongside the southern side of the canal would help to protect the canal from pollution. The Trust notes the

conclusions and recommendations within the Bat and Black Redstart Survey reports and endorses them

3.7 Head of Regulatory Services (Contaminated Land)

Has indicated that the submitted documents appear to be adequate and reasonable, but recommend that a detailed site investigation report per developed zone; that a robust and comprehensive risk assessment and a remediation strategy be submitted and that a verification report to validate the completed works is submitted. It is therefore recommended that this aspect of the scheme be conditioned.

3.8 Head of Regulatory Services (Pollution)

It is recommended that in relation to the proposed residential accommodation conditions relating to acoustic insulation, refuse storage, installation of a wheelwash, be attached to any planning permission. Similarly in relation to the proposed Class A1, A2, and B1 conditions relating to hours of operation, acoustic insulation, refuse storage, delivery/servicing hours, external lighting and installation of a wheelwash. For Class A3, A4, A5, D1 and D2 uses and the proposed primary school conditions relating to acoustic insulation, hours of operation, fume extraction refuse storage, delivery/servicing hours, external lighting and installation of a wheelwash are proposed. Additional conditions relating to the provision of litter bins, and externally lighting generally are requested.

3.9 North West Regional Assembly

Housing - The site appears to fall within the Manchester/Salford HMR Pathfinder area, but there is no reference to the priorities of the Pathfinder or how these proposals fit within the wider Pathfinder area. This area is unlikely to form a major part of the HMR intervention given that the predominant land use is non-residential (there are a limited number of existing residential properties). However the plans to provide between 4500 and 4650 units over 15 years is likely to have some impact.

It is noted there is very little affordable provision (approx 1%) within the original plans, and the housing market assessment document specifically states that other than replacement of existing social rented accommodation there will be no additional affordable housing on site.

The reason given for this approach is that 'the range and pricing of properties provided within Holt Town Waterfront will be affordable to the families and people that New East Manchester are trying to attract.' (para 3.21 pg 9/10). The Assembly's concern would be how this affordability is guaranteed. One of the keys to successful affordable housing schemes is ensuring that they remain affordable in perpetuity, however there is no evidence that a mechanism is in place to ensure this. The regional policy framework for the provision of affordable housing can be found in Adopted RSS policy UR8 and Submitted Draft RSS policy L5.

The housing market assessment document sets out an analysis of existing housing markets, and particularly an over-saturation of the city centre market in terms of one bed units and a lack of family housing. It goes on to identify that the inner areas (including places like Holt Town) have a role to play in complementing the market by providing this type of accommodation. This appears to be a robust assessment (although there are links to comments on affordability above).

Environmental - The NWRA welcomes the open space strategy within the Holt Town waterfront proposal. The Open Space Strategy and Environmental Standards Statement accompanying the application, state the use of Brownfield land is maximised within this proposal. The NWRA welcome this, as it reduces the need for development on greenfield land, in accordance with policies DP1 of both the Adopted and Submitted Draft RSSs, which promote a sequential approach to development.

The Assembly recognises the good use of land in terms of the balance between development and open space within this proposal. Landscaping improvements, including the 10% increase in tree coverage, improvements to the Medlock and Aston canal corridor, and the improvements of biodiversity within the area are all welcomed, and should provide many benefits to the area. This approach is offered support through Submitted Draft RSS (policy EM1 - Integrated land management) which states that proposals and plans should seek to deliver an increase in the regional biodiversity resources.

In terms of water management they welcome the use of SUDS and water recycling within the developments which are offered support through Submitted Draft RSS policy EM5 on Integrated water management.

The use of green roofs is also a positive step in term of sustainable development. The NWRA welcomes the 'sustainable approach' which has been taken in developing the Holt town waterfront proposal. The NWRA would encourage the use of a similar approach throughout the proposal.

Employment and Retail - They are satisfied that the proposals fit with the general development principles of focusing major investment in the two regional centres (Submitted Draft RSS Policy RDF1).

3.10 Environment Agency

The revised Flood Risk Assessment (FRA) prepared by ARUP clarifies the flood risk issues within the masterplan area that will need to be investigated further at a later stage in the planning process.

For plots TC, Q, R, N/O, K/L, G/H, D, S/T and U/X the FRA required to support any planning applications would require hydraulic modelling to estimate the 1 in 100 year flood level that takes climate change into account as there is no section 105 study for the River Medlock yet.

Furthermore, any underground car park would require a raised crest entrance at an agreed level to minimise the risk of flood water entering the car park.

In view of the above, the proposed development will only be acceptable if a planning condition is imposed requiring individual applications (in the masterplan area) to be accompanied by a site specific FRA. Without such a condition our position would be to maintain their objection to the proposed development on the grounds of flood risk.

Therefore they are able to withdraw their objection subject to a condition relating to site specific flood assessments being included in any approval. They also request conditions relating to the conservation and restoration of the River Medlock ; the provision of a marginal strip of land at least 8 metres wide being established between the proposed development (i.e. residential buildings, access roads, car parking areas, etc.) and the banktop of the River Medlock; landscaping; protection of the watercourse during the construction period; and boundary treatment provision alongside the watercourse ;further bats survey prior to demolition of buildings; and treatment of Japanese Knotweed.

The Environment Agency is satisfied with the content of the bat and Black Redstart surveys conducted by Ecology Consultancy Ltd. As five bat roosts were found within the development boundary, the developer must consult Natural England and the Greater Manchester Ecology Unit (GMEU) to establish the most appropriate mitigation to safeguard this protected species.

3.11 Greater Manchester Archaeological Unit

The Unit have confirmed that the proposal area has considerable historical and archaeological interest. They have examined the archaeology and cultural heritage section of the Environmental Statement, and confirm that the recommended mitigation is generally fine and the section is a good 'appraisal of the resource. However they feel the detail is not sufficient for a full archaeological desk based assessment, and therefore it is difficult to judge the impact of the development on the archaeological resource. The data presented is that already entered on the Sites and Monuments Records. There will be more archaeological sites, which would come out of a detailed archaeological desk based assessment. The Unit are also concerned about the impact on the historic built environment along the canal corridor, with the likely impact on historic buildings generally being assessed as 'major adverse effect'. There needs to be a detailed map regression exercise to identify the potential extent and location of below ground archaeological remains and how they may be impacted on by development ground works. Together with much more detailed historic research. There also needs to be detailed studies of historic buildings as well before the impact on the archaeological resource can be commented on in an informed way.

These shortfalls are recognised within the document, and therefore the issue is whether this detailed information is provided after outline consent is granted to inform (and influence) the master plan lay-out. This information has been referred to the applicant to action the issues raised.

3.12 Manchester Airport

Have no objections.

3.13 Director of Neighbourhood Services

A tree survey of all existing trees on site, detailing location, species, size, condition and any effect the development would have on its future is recommended. It would also be beneficial to have a proposed planting and replacement schedules, showing species, size, location and the nature of ground they will be planted in as this could have future implications in relation to maintenance, survival and possible structural damage to surface and other structures. It is also queried how future maintenance of trees planted within what would become City Council adopted areas would be funded, and which areas would remain within the public domain.

3.14 GMPTE

Originally made detailed comments regarding (i) public transport trip generation and that no assessment had been made of the impact these additional trips would have on the existing public transport network or on the proposed Metrolink extension. GMPTE requested an assessment of the existing public transport capacity along the lines of the methodology suggested in the DfT Guidance and an assessment of future Metrolink capacity on the proposed Ashton-under-Lyne extension; (ii) the junction capacity analysis for a number of junctions within the Transport Assessment wrongly assumes that the proposed Metrolink Phase 3a extension would definitely be constructed prior to any phases of the proposed development and therefore mitigate the impact that traffic generated by the development will have at these junctions; (iii) clarification was sought regarding statements within the Transport Assessment as section 6.2.2 proposes to approach GMPTE to discuss the potential of providing an improved and more frequent bus service to the development area and the upgrading of existing bus stops and shelters in the development area. However it was not clear how and from whom, the necessary funding for these proposals would be provided; (iv) the inclusion of a travel plan was welcomed, but concern was expressed that it did not include any appraisal of the projected modal split or dedication to modal split targets, and lacked specific commitment to the measures listing them as "potential measures that could be utilised". Furthermore there is little explanation as to how to achieve long term commitment to the overall Area Travel Plan from individual site developers and occupiers; clarification was sought regarding La Terrasse Anglaise pedestrian route which crosses the proposed Metrolink alignment near New Viaduct Street was to be at grade or a grade separated crossing of the Metrolink line. For an 'at grade crossing' there are concerns regarding the sightlines for trams and

HMRI requirements, and (vi) the location of sports pitches adjacent to the Metrolink line and Holt Town Metrolink stop, would necessitate the need at the reserved matters stage, to submit a detailed fencing scheme to be agreed by GMPTE Metrolink and the local planning authority.

Further comments were received on 19/10/07, which are outlined below.

Capacity assessment of public transport services - The report employs a methodology that provides a useful attempt to assess the public transport capacity of existing bus services and proposed Metrolink services. It is a reasonable attempt to assess the developments impact on public transport capacity, however, it seems to underestimate the impact of the city centre as a public transport hub which provides access to many other destinations on the public transport networks. There is a future role for Cibitas and GMPTE to promote developing markets to the bus operators. This could be done through commitments within the Travel Plan at various triggers, to assess demand for bus services and an undertaking to actively approach bus operators with routing options.

With regard to Metrolink capacity the report correctly states that the business case for the tram extension included assumptions of passenger forecasts and the likely patronage that would board and alight at the Holt Town stop. The issue is to what extent (if any) does the development loadings exceed these business case assumptions. Having now received data from the applicant's agents Arup, GMPTE's consultants can now examine the issue

Junction Capacity Analysis - With regard to both junctions which include the Metrolink alignment, they are encouraged to note that should the development precede Metrolink the applicant is proposing Metrolink compatible junction designs. Should the assessment of the junctions based upon the Metrolink proposed improvements show that the development generated traffic produces the need for further mitigation measures then the cost of these will need to be met by the applicant. At more detailed stages, if necessary throughout the 15 year build, it may be reasonable to ensure that the development of specific plots is co-ordinated with Metrolink works, through reserved matters conditions requiring the particular developer to produce a schedule of work which meets with GMPTE Metrolink's approval.

Travel Plan - There is a need to instil ownership and ensure the commitment is maintained throughout 15 year build period and beyond. A robust monitoring and review process should be achieved through the use of planning conditions, where certain trigger points require various actions.

They understand that Arup have proposed to undertake an assessment of the pedestrian routes as part of the Travel Plan, and feel that it would be better to undertake this assessment separately prior to the

determination of the application. It is important to ensure that the development will provide a network of safe and convenient walking routes to the existing and proposed public transport infrastructure and where ever possible, ensure that these walking routes will reflect the likely pedestrian desire lines.

Improved bus services, bus stops and shelters - They would welcome some clarification of the applicant's proposals regarding the funding of improved and / or more frequent bus services; the upgrading of existing bus stops and shelters or the provision of new bus stops and shelters within the development site.

La Terrasse Anglaise - GMPTE Metrolink have serious concerns regarding the proposed 'at grade' pedestrian crossing of the Metrolink line in this location and consider that such a crossing will severely hinder the operation of Metrolink trams. Tram speeds would be relatively high as this section of track between the Sports City stop and the Holt Town stop will be segregated and therefore suitable for high speed running. On the City of Manchester Stadium event days there is the potential for a very large number of pedestrian movements across the tracks which may require supervision of some sort. To ensure the safety of the crossing, particularly on match days, HMRI are likely to insist upon a number of measures that the Metrolink operators would find extremely onerous to comply with. GMPTE could not accept this arrangement and would request that the applicant investigate the potential of a grade separated crossing to the proposed Metrolink line in this location.

3.15 Landscape Practice Group

Have made detailed comments regarding relevant sections of the Environmental Statement; about urban design in terms of spaces that are created through the use of built form; overshadowing and issues relating to the soft and hard landscape design.

Landscape Design - This is not an aspect of the design that the outline planning permission is seeking approval for. However, some areas need to be considered at an early stage as they impact upon both access and layout both directly and indirectly. Areas that need to be considered and developed further include:

- **Tree Planting on Decks** - Ensure that adequate depth is provided in the deck to support future root growth.
- **Maintenance** - This is key to future success. Financial provision to maintain the increased specifications of the entire public realm will be required including the Medlock Valley, the street network and courtyards. Whether the play streets will be adopted needs to be resolved and who will pay for their maintenance. The front gardens will convey a lot about the development and their standard of maintenance is important.
- **Tree Species** - The choice of species will need careful consideration for the various locations. The selection will be based upon function and

will influence other design factors. For instance the courtyards will probably call for trees that cast light shade with relatively open canopies but that will prosper in the likely microclimate that will prevail in the courtyard with only a finite depth of rooting medium.

- The tree survey states that approximately 2000-3000 trees will be planted. However, this figure includes whips and as a consequence of their management, that we anticipate would include selective thinning, their inclusion in this number has the potential to distort the true numbers developing through to maturity. A figure should be provided of the number of trees that will be retained through to maturity i.e. do not count those that will be thinned out over the first 10 - 20 years.

Overshadowing - As suspected the shadow analysis confirms that there is extensive overshadowing of the courtyards. To some degree overshadowing is going to be inevitable in any development of this density that is based upon perimeter blocks. However, as a family orientated development it is essential that there is access to external spaces with a good microclimate in order to encourage active use of the external spaces and thus delivery of a sustainable community. Further clarification is required in relation to the Sun Path Analysis as follows: Description of the methodology for developing the Sun Path Analysis. Specifically the dates that correspond to spring, summer, autumn and winter.

Urban Design - In terms of urban design, the proposals appear broadly in line with current thinking and guidance provided by documents such as:

Guide to Development 2

Manual for Streets

CABE's Key Themes for Housing Developments

The formulation of the proposals also follows sound urban design principles;

Summary

In principle they support the vision of providing residential accommodation close to the city in a relatively high-density development that caters for many different household types, including family housing. It is nice to see the proposals being developed and detail added. They have no doubt that the proposed level of investment will positively transform the area, however, as yet they are not convinced that the proposals, in their present form, will meet the needs and aspirations of all its potential residents, especially families.

3.16 Head of Engineering Services

Supports the application in principle provided that conditions to cover the following points are included:

1. A schedule and programme of the off-site highways improvements is to be provided and agreed and is linked to the completion of each of the development tranches/phases in order that all necessary works are completed before occupation.

2. A comprehensive package of measures for pedestrian and cycle provision is to be provided and agreed where these requirements are not already covered by the agreed off-site highways works. These provisions need to include both pedestrian provision within the site and provision off-site to create links to adjacent amenities, facilities, public transport provision and communities. This should be a separate piece of work from the Travel Plan to identify additional measures/mitigation on existing footpaths to ensure safe continuity between proposed footways and existing facilities. The applicant needs to provide commitment to the engineering works required before occupation and therefore this issue will need to be conditioned separately.

3. A strategy for providing interim off-site highways works needs to be identified and agreed for those junctions for which Metrolink is proposed, should the Metrolink programme be of sufficient difference to that of the first tranches of the development. This will ensure that any risk to the operation of the highway, in respect of all users, is lessened, should the development be occupied in advance of Metrolink being operational. This is essential given the identified requirement for public transport use by future occupiers.

4. Whilst Transport Policy will be commenting in detail on the contents of the Travel Plan framework, its success will be dependant on the monitoring of its delivery. Part of this monitoring should include future surveys to assess the traffic generation as well as increases in public transport patronage once the development is occupied. These surveys will assist the City in determining the success of this particular type of development in term of sustainable transport provision and use. Suitable conditions and appropriate funding will need to be secured to ensure that all appropriate monitoring is undertaken.

5. Whilst the parking levels have been agreed it is recognized there will be a requirement for some on-street parking in areas of retail/community uses, particularly short term or disabled parking provision. On-street parking must not dominate the street scene and some parking provision (and indeed servicing) provision will need to take place at the rear of buildings. On-street parking in sensitive areas will be subject to Traffic Regulation Orders and will need to be agreed for each phase of the development.

6. The 'Miles Platting Zone' and the 'Philips Park Zone' of the SportsCity CPZ lie within the Holt Town Waterfront application area and will require extending/amending as the development is built out so that the CPZ is operational before each area is occupied. The CPZ will need to be retained on existing adopted highway and implemented on those roads

intended for adoption by the applicants for which there may be a commuted sum charged. The design of the scheme will be agreed with the Highway Authority during subsequent applications and will become part of future s278 and s38 (Highways Act 1980) agreements. The requirement for TRO's/SportsCity CPZ will need to be conditioned as part of this outline application.

7. Some of the assessments for priority junctions, according to the TA, did not require mitigation in respect of the capacity assessments. However, the applicant needs to be aware that this does not mean that no mitigation is required at these junctions. Consideration needs to be given to the increased amount of footfall and access to public transport in the development area. Therefore, these junctions also need to be assessed in terms of mitigation for other road users. The applicant needs to assess pedestrian facilities, visibility, surfacing, drainage, signing, lining and lighting. Whilst most of these issues will need to be resolved during subsequent applications, we would not want the need for these improvements to be lost between applications or landowners/agents/developers or indeed contractors.

8. Elsewhere in the TA and within the draft framework for the Travel Plans (TP) there is a commitment to promoting public transport, particularly in terms of public transport infrastructure, and reducing the demand for private vehicle trips. However, it is how these commitments are conditioned that will ensure that these commitments become obligations that can be developed, implemented and monitored. Whilst these commitments need to be agreed with both GMPTE and MCC's Transport Policy Unit, the Highway Authority needs to be suitably reassured that these elements of the overall Transport Assessment are suitably conditioned.

9. If a Primary School is to be included in this development consideration would need to be given to access, as access to schools are particularly sensitive in terms of safe pedestrian provision. If the school is to be progressed by the City as a separate application then we are satisfied that the opportunity for appropriate consideration will be given.

10. A plan needs to be submitted to clarify areas of highway closure. Any areas of highway closure to be dealt with via s247 (T&CP 1990 Act) subsequent to the outline application being approved. The Highway Authority will request approval from the Executive Member for Planning & Environment before the developer approaches GONW. A strategy for the adoption and dedication of highway is required to be submitted, though the extent of highway adoption can be negotiated through subsequent planning applications.

Further discussions are on-going with the Head of Engineering Services to agree the final phrasing of conditions to respond to the issues raised above, and these will be reported to committee.

3.17 Travel for Change Coordinator

Advises that for the Travel Plan to be successful, a robust monitoring scheme need to be included in the framework document. In addition the travel plan must nominate a representative who will ensure delivery of the plan. The travel plan is a comprehensive document and includes a large range of measures that will achieve the overall aim of reducing reliance on SOV. It is also recommended that other initiatives such as home working via the internet; provision of folding cycles; car sharing and expanding the idea of t a car club which is referred to in the travel plan, together with the commitment to several off road car club spaces. They also seek clarification regarding school travel planning issues.

3.18 Sport England

Impact on Existing Facilities- As indicated within the Open Space Strategy document, which accompanies the application, whilst Holt Town currently includes numerous open spaces, there is very little formal sports provision within the area. It is understood that there are no indoor sports facilities available for use within the application boundary, and outdoor sports provision is limited to 1 small-sided pitch within the park between Holt Town and Cambrian Street. This pitch is of poor quality, and does not support formal sports use - though is well used informally.

There are a number of significant sports facilities located within easy walking distance of the application site, which offer a sporting context. These include Sports City, Varley Street, Phillips Park, the Medlock Valley, and various smaller scale recreation spaces.

New Provision - The Open Space Strategy outlines a hierarchy of open space types that would be incorporated within the proposed development, and adopts objectives relating to open space and recreation to inform the design process.

Of particular note in terms of sport are:

- The intention to improve linkages with Sport City through new and enhanced pedestrian and cycle linkages at site U/X
- Alterations to the Medlock Valley to allow use for recreation, including creation of a natural grass playing pitch of approx. dimensions 37m x 58m
- Provision of semi-public open space, e.g. within communal open spaces at the heart of perimeter blocks. It is suggested that these could incorporate formal sports facilities such as tennis courts
- Provision on roof-top multi-use games areas within the proposed primary school for use by the community use when not required for curricular purposes
- Pocket park features, including a range of open space uses, the detail of which is to be developed

Conclusions:

The application seeks to maximise opportunities for informal recreation along the River Medlock Valley, enhance links with existing sports

facilities outside the application boundary, and establishes open spaces within which a range of open space typologies could be brought forward. Maintenance of these open spaces would also be secured, either through management agreements associated with residential developments or through a s106 to Manchester City Council - which can ensure that the facilities and spaces are maintained to a high quality. These aspects of the development are considered very positive, and Sport England would welcome innovative approaches to the design and use of pocket parks and semi-public open spaces which can encourage participation in sport.

The scale of provision for sport confirmed at this stage is, however, relatively small given the numbers of new residents that would be attracted to the area should the development proceed, and given the focus upon family accommodation.

Formal provision is limited to that associated with the new primary school - including 1 grass pitch of dimensions suitable for 7-a-side, or 11-a-side for age groups up to under-10s and; two roof-top multi-use games areas (both supported by changing rooms within the new school).

The lack of provision can, to some extent, be justified by the close proximity of sports facilities in the local area (as listed above). It is clear from existing assessments, however, that there are significant deficiencies in existing sports provision in the local area. These would be exacerbated by the proposed increase in population.

In particular there are deficiencies in the quality and type of playing field provision in the local area. There also remains an opportunity for the development to contribute to proposed swimming provision (the Joint Service Centre) within the Miles Platting neighbourhood area.

Given this, it is recommended that contributions are sought of an appropriate scale to address the needs arising from the development for sport, via a s106 agreement.

Issues of Detail - Whilst perhaps a matter for the reserved matters application comments are provided on two issues of detailed design:

1) The roof-top multi-use games area (MUGA)

Whilst facilities such as this do exist and are known to work well, the design of the building will be important. The use of such facilities can be inhibited by the fact that changing rooms are not provided on the same level, the need for disabled users to access lift facilities, and the likely limited storage space for equipment. In terms of community access, the elevated position of the pitches may jeopardise the use of floodlighting and create noise pollution issues which lead to planning conditions to restrict hours of use. There are also cost implications given the weight of

the facility (the construction should include a sub-base including shock-pad) and the need for robust fencing.

2) Watersports Activities

Use of the Medlock and Ashton Canal for watersports, as indicated in paragraph 5.3.3 of the Open Space Strategy would be welcomed and would respond positively to the Sport, Recreation and Open Space Strategy for New East Manchester (PMP 2003). To this end it is recommended that consideration be given to the incorporation of infrastructure to encourage water access - e.g. launching steps for canoeists.

3.19 English Heritage

Advise that retaining significant parts of the historic character of Holt Town will provide much needed continuity of the historic environment from Ancoats across Miles Platting and into Holt Town.

They indicate that the Holt Town district has two distinct character areas in terms of historic environment - the Ashton Canal/ Pollard Street area and the Medlock Valley. Whilst the former is characterised by a variety of historic and listed buildings which have been taken into consideration in this application (albeit with too much accent on facade retention at the expense of a fuller appreciation of the benefits of retention) they feel insufficient weight has been given to consideration of the retention of the large engineering brick retaining wall to the Medlock Valley. English Heritage feel this is the dominant element of the historic character of the valley and the proposal to replace it with a Terrace Anglais is both premature and misguided Whilst they welcome the European and Georgian residential models used to inform this application, they feel that the French model to justify the demolition of this structure goes against its strong engineering character that is part of the history of Holt Town. They recommend that this outline application is approved on the condition that the structure is retained.

3.20 United Utilities

Advise that several water mains and public sewers cross this site and they will not permit building over them, and require access to them for maintenance or replacement. In addition they confirm that deep rooted shrubs and trees should not be planted in the vicinity of the public sewer and overflow systems, and that the site must be drained on a separate system.

A separate metered supply to each unit will be required at the applicant's expense and all internal pipework must comply with current water supply (water fittings) regulations 1999.

3.21 Natural England

There are no nationally designated landscapes or any statutorily designated areas of nature conservation importance that would be significantly affected by the proposed planning application. They are also satisfied that the proposal does not have any significant impacts upon

Natural England's other interests, including National Trails, Access Land, or the areas of search for new national landscape designations.

The regeneration proposals involve a very significant change in character for the area, with the construction of new multistorey buildings. The effects of buildings on microclimate, and implications for habitats and use of open space e.g. through shading or wind effects will need to be taken into consideration. This may apply particularly to the canal corridor which appears to be enclosed by buildings for much of its length. Proposals for a hierarchy of open spaces and greenspace links are welcomed, together with the proposals for underground car parking, which allow for more greenspace within the development. The proposal to implement a comprehensive conservation management plan to ensure that the historic environment is taken into account during construction is also welcomed. We note however that the overall impact on built heritage is likely to be adverse, and would encourage the development of a townscape/landscape strategy to ensure that as far as possible the historic landscape is integrated into and enriches the new development. They note that the information provided identifies that bats in derelict buildings may be affected by the proposal.

Ecology Bats - Natural England notes that a Bat Survey undertaken in 2007 concluded that "the site is regularly used by Pipistrelle bats, with the Ashton canal and River Medlock representing routes and foraging habitats for the local bat population". Natural England wish to highlight that it was only the River Medlock and Ashton canal along which the surveyors walked. A survey of all the buildings on the site would have yielded greater evidence and the full extent of the presence/absence of bats. Natural England recommends the proposal for artificial bat roost structures to be implemented across the whole site and the broad mitigation principles set out in the bat survey report.

Reptiles - There appears to have been no consideration given to the presence or absence of reptiles. Natural England are aware of a discussion and an agreement from the Greater Manchester Ecology Unit to condition the surveys for reptiles prior to each phase of the development due to the low probability of reptiles being present. As there is professional opinion that there is a low probability of the presence of reptiles, Natural England will not object to the approach to survey for reptiles prior to each phase of the development. However, Natural England strongly advises that an outline survey methodology and plan should be agreed prior to determination of the application.

Vegetation

- Floating Water Plantain and Grass-wrack pondweed

All proposals along the canal should be made in partnership and in agreement with British Waterways.

- Injurious/noxious weeds.

Natural England welcomes the proposal for a method statement to ensure the control of Japanese Knotweed and other noxious species. Natural England advises that this should be submitted and approved prior to each phase of the development.

Breeding birds and Black Redstarts

Natural England recommends the proposal to avoid site clearance during the bird breeding season, but would suggest that rather than avoid works between March-July that this is extended to March-August.

Natural England notes that the survey for Black Redstart found no evidence of the species on the site, but did deem the habitat suitable for foraging and breeding. The report recommended further surveys immediately prior to development, in order to establish/confirm presence/absence. Natural England advise that the locations of this "suitable habitat" should be recorded so as to assist the re-survey and that this should be submitted prior to commencement of works on the site.

Overshadowing - Welcome the Sunpath analysis report for Holt Town.

No protected plant species have been recorded in the canal as concluded by a survey report dated 21 February 2007. The degree of shading on the canal will be increased as a result of the proposal, however given the status of the canal and the absence of protected species, Natural England have no further to comment to make on this subject.

Natural England suggest that this shading report could be used to assist finding the optimum positions for renewable energy within the development (in particular forms of solar power).

3.22 British Waterways

It is essential that the public realm areas within the canal corridor are delivered in accordance with a consistent specification and to a consistently high standard.

Layout - British Waterways would prefer to see a mix of uses at ground floor along the canal corridor to maximum 'active frontages'.

Developments with a balanced mix of uses including 18/24 hour use (i.e. some of the buildings will always be occupied, or in use) provide the most successful, safe and sustainable waterside areas. This diversity of uses will enhance the safety of the waterway as a route, extend the length of time when there is activity in the buildings, and generate greater numbers of people next to the waterway. This will also bring vitality to the waterspace and towing path.

If appropriate retail, commercial and recreational uses were introduced to the canal corridor, it may be beneficial to introduce a small number of short term visitor moorings to the canalside. Few facilities need to be provided for this type of mooring and it would result in greater animation of the waterspace.

The design, detailing and materials of new buildings should reflect and/or complement the local historic vernacular and elements within the landscape, using simple and robust designs consistent with the character, function and scale of the waterway corridor. There is a concern that with the proposed lengthy programme for the development and with the various developers likely to be involved, that this could result in a disjointed design approach along the canal corridor. British Waterways would like to see a more detailed design framework including palette of materials to be agreed between the various parties, contained within this document. This could perhaps be attached as an Appendix and subject to review at an agreed timescale, between the various interested parties.

Ashton Canal Towpath - Pedestrian and cyclist routes to Piccadilly Station (and central Manchester) can be conveniently provided via the Ashton Canal towpath. British Waterways are concerned that the current width may be too narrow to cope with the increased numbers of cyclists and pedestrians resulting from the proposed development. The towpath should be widened to a width agreed between British Waterways, the applicant and Manchester City Council. Further details will need to also be agreed regarding street lighting and CCTV and future maintenance and management of these features.

They understand that the applicant intends to upgrade the towpath and the connections onto it to DDA standards. The applicant will need to investigate the various 'pinch-points' caused by bridges and other structures along the existing towpath. It may be necessary to incorporate localised bypasses at these structures to provide a continuous cycle route.

The proposed development will place an additional burden on the adjacent Ashton Canal as a result of increased activity on the towpath and overlooking of the waterway by the new occupiers and visitors to the development. The applicant should therefore be required to contribute towards the increased cost of maintaining the waterspace. British Waterways have plans to operate a litter boat in Central Manchester along both the Rochdale and Ashton Canals and an annual contribution towards the operation of the boat should be secured (through a S106 agreement).

If the applicant does not intend to undertake towpath upgrade and maintenance works then a planning obligation should be sought for British Waterways to complete this work. Such contributions should consist of a payment to cover the necessary clean-up and upgrading works initially required, followed by annual contributions to cover improved maintenance costs for an appropriate time period.

Proposed Bridges - The application includes the construction of one new vehicular bridge and a new pedestrian bridge leading to Brunswick Mill. The new bridges must integrate the new with the old and reflect the scale and heritage of the waterway as a whole.

Ecology - As the applicant is aware, the European Protected Species *Lurionium natans* is present in areas of the Ashton Canal. A survey of the canal at this location should be undertaken by an Ecologist holding an appropriate Natural England survey licence to establish the presence of the plant. This is particularly important given the proposed 15 year programme length for the development and the likelihood of *Lurionium* transporting itself throughout the canal during this time period. If *Lurionium* is found at the site, the developer should contact Natural England to ensure that the proposed works (including shading, discharges) will have no detrimental effect on this proposed species. The extent of shading of the Ashton Canal resulting from the construction of the proposed buildings should be minimised and fully addressed in the detailed submissions, in terms of the impact on the amenity of leisure users of the canal corridor and also the impact on any other aquatic plants.

The applicant should submit method statements for approval, prior to works commencing on site, detailing how the Ashton Canal will be protected from debris, dust and surface water runoff during demolition, remediation and construction works on site. This is of particular importance due to the likely presence of contaminated land within the site. Water containing silt should never be pumped directly into the canal or be allowed to flow into it e.g. from site roads, exposed ground, excavations. The contractor must ensure that adequate provision for dealing with silty water is included in the method statement. British Waterways should be further consulted on any information submitted in regards to this.

Engineering - Prior to the commencement of development on each plot, a detailed assessment of construction methods (including piling) and the impact on the canal infrastructure including structural surveys of the canal should be submitted and approved by the LPA and British Waterways.

British Waterways have recently experienced problems with nearby buildings being restored or demolished collapsing into the canal. The applicant will need to agree method statements and risk assessments for the works with British Waterways prior to any such works commencing on site.

Natural England welcomes the Sun Path analysis report for Holt Town. No protected plant species have been recorded in the canal as concluded by a survey report dated 21 February 2007. The degree of shading on the canal will be increased as a result of the proposal, however given the status of the canal and the absence of protected species, Natural England have no further to comment to make on this subject.

Natural England suggest that this shading report could be used to assist finding the optimum positions for renewable energy within the development (in particular forms of solar power).

3.23 Greater Manchester Ecology Unit

Ecological Impact - There are a number of ecological 'constraints' which need to be accommodated within the implementation of the proposals and there are significant opportunities to improve the urban biodiversity of the site during construction and landscaping.

The ecological mitigation can principally be covered by implementation of works under detailed conditions attached to any permission. However, there are a number of issues that they suggest need to be considered in more detail by the applicant. If these changes are agreed they can be incorporated within conditions.

Bats – It is recommended existing roosts in buildings to be converted/renovated are retained, and that relevant conditions are attached to any planning permission in relation to the relocation of bats in accordance with submitted survey work; appropriate levels of lighting near roosts and canal flight paths and incorporation of new roosts within the regeneration scheme including bat boxes on mature trees and buildings and roost spaces incorporated into new buildings.

Black Redstart Survey - The results of black redstart survey (2007) conclude that there is currently no black redstart breeding on the site but that there are features present which mean that the species could colonies in the future. They recommend that additional survey is undertaken prior to the commencement of each phase of development, and this be conditioned as part of a Protected Species condition.

Landscape proposals - It is recommended that the detailed landscape proposals incorporate additional biodiversity provisions as follows;

- The Ashton Canal corridor has very little green space associated with it within the design statements. Therefore, they recommend that improvements to the water body are designed. This will need to be agreed with British Waterways.
- A scheme for the incorporation of a number of brown and green roofs should be produced so that the green corridors and the Ashton canal corridor can be supplemented with these features in a coordinated way.
- As a general principle all phases of the building designs for the development should include provision for roosting/nesting opportunities for bats and swifts.
 - As a general principle all phases of the development should incorporate external features for the provision of roost/nesting opportunities for bats and birds.

- Planting schemes along the green corridors should incorporate native species planting. Along the River Mersey this should include river improvements, which will need to be agreed with the Environment Agency.

Although generally GMEU does not presume to make specific recommendations for inclusion within committee reports, recent changes in the legislation and licensing of European Protected Species have resulted in changes to the processing of planning applications where EPS have been found to be present. It is highly probable that Defra licenses will be required for those buildings identified as red on the Bat Roost Potential Plan. The new arrangements mean that Defra license applications now need to contain a reasoned statement from the LPA on the two tests of the Habitats Regulations of; 'Over-riding public importance' and 'No satisfactory alternative'.

GMEU strongly recommend that the LPA considers these tests within their Report to Committee as these documents and minutes can then be used to support any license application and demonstrate to Defra that the Habitats Regulations have been considered fully when determining the application.

GMEU recommend in addition to the protected species conditions, condition relating to the protection of the canal during construction from building materials; safeguarding the canal structure during construction; appropriate levels of lighting near roosts and canal flight paths; site clearance works to occur outside bird nesting season; treatment of Japanese Knotweed; and consideration to be given to the use of a sustainable urban drainage system.

In conclusion;

The Ecology Unit consider that reasonable effort has been used to assess the site and sufficient information has been provided to assess the likely impact of the proposals on ecological features. They recommend that agreement is sought from the applicant that the compiled Bat Roost Potential Plan is adopted for the bat mitigation, and that agreement is sought from the applicant that landscape proposals include the suggested additions

If the City Council can seek agreement on the minor points raised and apply the conditions as recommended it is the Ecology Unit's view that the application can be forwarded for determination.

3.24 CABE

Although no comments have been received, the applicant's masterplan for this proposal received a CABE design review by panel on 1st November 2006.

Key recommendations of CABE included:

- Developing a clear hierarchy of streets;

- Developing character zones;
- Developing a balance between the imposition of the new and preservation of the existing;
- More strongly identify the range and quantum of different uses that would constitute the intermediate urban/suburban location; and
- Identify clearly the phasing of the site. CABE indicated that the emphasis should be on creating a place of unique character, and qualities that would meet the challenge of transforming this site into a neighbourhood.

3.25 Director of Housing

Any significant comments will be reported to committee.

3.26 Inland Waterways Association

No comments received

3.27 Health and Safety Executive

The information relating to the proposed development has been applied to the HSE Matrix. The outcome is that the HSE would advise against the proposal due to the sensitivity factor of locating the proposed levels of residential development within the zone of influence of a notifiable installation.

Issues

Relevant Planning Policies

4.1 Planning Policy Statement No.1 : Creating Sustainable Communities

PPS1 encourages the promotion of urban and rural regeneration to improve the well being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places.

Holt Town will create a mixed community, that will provide a range of supporting retail and commercial uses that will allow residents to live and work within the area. The scheme also creates linkages to adjoining areas.

4.2 Planning Policy Statement No.3 Housing

This guidance strongly encourages the re-use of previously developed vacant or under utilised land and buildings and lends support to new housing within urban areas at high densities that are in close proximity to existing services and facilities and public transport provision. It also provides guidance on issues such as design quality, residential mix and affordable housing.

In terms of design quality this scheme would create places, streets and spaces which would meet the needs of people, and be visually attractive, safe, and accessible. An environmental Standards Statement submitted with the proposed development sets out the sustainability of the proposals and demonstrates the design quality of Holt Town would meet the requirements of PPS3.

In terms of affordability, the proposals for Holt Town will replace 32 socially rented properties with 50 located throughout Holt Town. To pursue the opportunity for establishing a commercially viable shared ownership mechanism for Holt Town, the developer is prepared to commit to significant expenditure on working with NEM and the City Council to developing a financial package on a shared equity basis that would be available for all purchasers of properties within this development.

The proposal accords with this guidance in that it would create a high density residential development of 4,348 units, comprising 1, 2, 3 and 4 bedroomed apartments , together with three bedroomed town houses as part of a mixed use development on a brownfield site close to the City Centre.

4.3 Planning Policy Statement 6 : Town Centres and Retail Development

This government guidance on retail development seeks to promote vitality and viability in Town Centres by planning for growth in order to strengthen and where appropriate regenerate them. It also seeks to enhance customer choice by making provision for a range of shopping, leisure and local services, to allow choice to meet the need of the entire community, and particularly socially excluded groups. The Guidance also seeks to deliver more sustainable patterns of development, ensuring that locations are fully exploited through high- density, mixed-use development and promoting sustainable transport choices , including the need to travel and providing alternatives to car use

This development is located to the north of the City Centre, and would only introduce 2,028q.m. of retail floorspace , but within that figure also include floorspace which may be used for Class A2, Class A3 , Class A4 and Class A5 uses. This development would be ancillary to the principle use of the site. As such it is considered that the scheme accords with government guidance in terms of location.

4.4 Planning Policy Statement No.9

This embodies the Governments commitment to sustainable development and to conserving the diversity of wildlife. It is acknowledged that the impact of the proposed development would have a moderately adverse effect on the ecology of the site, given the

scale and scope of development. This issue is considered elsewhere in this report.

4.5 Planning Policy Guidance Note 13 : Transport

This seeks to encourage alternative modes of transport which have less environmental impact and reduces reliance on the private car. The applicants have submitted a transport assessment, which has been examined by the Head of Engineering Services. This site is in a highly accessible location close to the City Centre. It is within walking distance of Piccadilly railway and metrolink stations, and is bounded by Old Mill Street / Bradford Road, Ashton New Road, both of which carry a significant number of bus services.

The applicant has indicated that the bus laybys would be retained. The illustrative plans suggest the site could accommodate 100% parking provision for residential properties and approximately 223 parking spaces to serve the proposed commercial units.

The developer has also developed a draft Green Travel Plan to encourage travel to and from the site by non-car based travel models.

4.6 Planning Policy Guidance Note 15 : Planning and the Historic Environment

This relates to the identification and protection of historic buildings, conservation areas and other elements of the historic environment. Five listed buildings and structures and five buildings of townscape merit are proposed to be retained for conversion to both residential and commercial use.

The application site is in the vicinity of listed buildings, and listed locks on the Ashton Canal. Due to the height of the proposed buildings, elements of the proposed Holt Town development also be visible from the Anocoats conservation area. It is therefore necessary to consider the impact that the proposals would have on the settings of listed buildings and listed locks, and on the conservation area. Within the Environment Statement the applicant has given an assessment of the impacts, and the matter is discussed in more detail elsewhere in the report.

4.7 Planning Policy Guidance Note No.16 Archaeology.

Government Guidance provides a framework which protects scheduled ancient monuments and their settings, protects nationally important unscheduled monuments, has a presumption in favour of in-situ remains, and provides for the excavation and investigation of sites which do not merit in -situ preservation.

There are no scheduled ancient monuments or nationally important ones within the site, but there is the potential for historical industrial remains

which may be of local importance. Thus, there is potential for damage to archaeological remains during the demolition and ground works. Mitigation measures proposed include a programme of evaluation trenching targeted to assess the presence / absence and state of preservation of any remains present, an archaeological watching brief, and a detailed desk based assessment. It is therefore proposed that an archaeological condition is attached to any planning approval.

4.8 Planning Policy Statement Note No.23 Planning and Pollution Control.

This note provides advice on the relationship between controls over development under planning law and pollution control legislation. It is particularly relevant to the redevelopment of contaminated land and lays particular emphasis on developments which would have significant environmental benefits through the regeneration of land and the recycling of brownfield sites for new sustainable development.

In this particular instance a significant part of this site was previously used for industrial uses, and would need to be fully remediated to allow re-use for the uses proposed.

4.9 Planning Policy Guidance Note No.24 Planning and Noise.

Paragraph 2 of the guidance sets out the general principle that wherever practicable noise sensitive developments should be separated from major sources of noise, and new development involving noisy activities should be sited away from noise sensitive uses.

A noise survey has been carried out to determine existing noise levels around the site. Changes in traffic flows around the site due to the proposed development have been considered in terms of noise impact, and this is not considered to have a significant impact. However, patron noise from the proposed Class A3, A4, A5 and D2 uses may require future control in terms of the hours of operation.

4.10 Planning Policy Guidance Note No.25 Flood Risk.

This guidance looks at how flood risk should be considered at all stages of the planning and development process. It details the importance of the management and reduction of flood risk in planning, acting on a precautionary basis and taking account of climate change.

The flood risk assessment, which has been provided, confirms that although the site boundary encompasses areas falling within Flood Zones 2 and 3, the extent of built development would fall within flood zone 1. Works within flood zones 2 and 3 relate to public realm works to the existing area of open space.

The flood risk assessment indicates that the proposed development is not intended to significantly change the runoff from the site, and as such

risk of flooding from runoff is considered to be low. In addition there is only one historical flooding event for the river Medlock and this relates to an area upstream from Holt Town.

The development does not impact on existing floodplain storage or flood flow paths, and where present ground water levels recorded from boreholes indicate groundwater generally relates to the level of the River Medlock, and is not a separate flood risk to the site. In addition the Ashton Canal poses a low flood risk to this development.

4.11 Regional Planning Guidance for the North West (RPG 13) (2003)

Policy UR1 identifies the sustainable regeneration of the Region's urban areas as being a clear priority, and policy UR4 establishes targets for the recycling of land and buildings. It sets a target of achieving 90% in Manchester between 1996 and 2016.

4.12 Draft Regional Spatial Strategy (RSS) (January 2006)

The document sets out the framework for delivering sustainable development in the North West. The strategy allocated a maximum housing provision of 63,000 for Manchester between 2003 and 2021. Policy MCR1 sets out the priorities within the Manchester City region including accommodating housing growth in locations that are accessible by public transport to areas with strong economic prospects. A high level of residential development will be encouraged in the inner areas to secure a significant increase in the population of these areas. The proposed development would accord with the aspirations of the draft RSS.

4.13 Environmental Impact Assessment

The applicant has submitted an Environmental Statement in accordance with the Town and Country Planning (Environmental Impact Assessment) (England and Wales) Regulations 1999 and Circular 2/99 ('The Regulations'). During the EIA process the applicant has considered an extensive range of potential environmental effects in consultation with relevant consultees and it is considered that the issues that could give rise to significant impact are:

- Regeneration and socio-economic impact;
- Urban design and visual impact (i.e. townscape and views);
- Historic environment (i.e. archaeology and heritage context);
- Microclimate (i.e. ground-level wind conditions, sunlight/daylight);
- Ecology;
- Traffic and transport;
- Ground conditions and Contamination;
- Hydrology and flood risk;
- Air quality;
- Noise and Vibration;

- TV reception;
- Cumulative impacts (i.e. on local residents and pedestrians).

These issues are dealt with elsewhere in this report.

4.14 COMAH Regulations

The north eastern part of the site is occupied by an operational gasometer, with a further gasometer adjacent to the site along the northern boundary, and a high pressure gas pipeline runs along Bradford Road close proximity to both gas holders. The developer has advised that the scheme is dependant on decommissioning of the gasometer within the site and associated works. As yet there is no start date and therefore the provisions of the HSE COMAH Regulations apply. As such it would not be appropriate for development to take place within the inner and middle zones until the gasholders and pipeline are de-notified. It is recommended that this aspect of the scheme is conditioned.

Unitary Development Plan

4.15 Part 1 Policies

Policy E1 advises that that major new development will be required to be located where it can be easily served by public transport; policy E2.2 relates to sites of biological importance, and the requirement to protect them; policy E2.7 refers to the protection of the city's architectural and historical heritage as an important element in promoting tourism and further economic investment in the city and ensuring that the city is an attractive place in which to live; policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. This scheme will create a quality development at the fronting onto a radial route. In addition policy E3.4 aims to create a network of safe and attractive recreational open spaces by linking river valleys, canals, and policy E3.1 encourages the reclamation of derelict land with a view to re-use. It is considered that these proposals would accord with the policies outlined above.

Policy E2.6 encourages developers to retain any trees where possible. Approximately 175 trees are located on the site with a significant number within the Medlock Valley which would not be affected by built development. Although this proposal would necessitate the removal of trees, supporting documentation from the applicant confirms that planting to come forward as part of a Reserved Matters submission would include 10% more tree planting than current exists on site. The scheme is therefore considered to accord with Policy E2.6

Policy S2.1 advises that the Council recognises the importance of good quality local and convenience shopping facilities within easy reach of people's homes and will ensure that all parts of the City are well provided for and that facilities are accessible to everyone. New shops to meet

local need will be encouraged. The proposed facilities within the proposed development would accord with this policy in that it would provide new quality local shopping provision for the residents of Holt Town.

Policy S2.4 advises that new shopping facilities should not significantly affect the amenities of nearby residential areas particularly through increased traffic congestion, noise and pollution from cars. The levels of floorspace proposed are such that the scheme would meet local needs, with access from existing routes which currently serve the area. It is considered that the proposed development would not significantly affect the amenities of the future nearby residential communities.

Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The scheme accords with the objectives of policy R1.

Policy H1.2 states that the Council wishes to ensure that housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester.

The proposal is in accordance with Policy H1.2 in that the scheme provides a range of 1, 2, 3 4 and 5 bedroom accommodation to cater for the needs of people at different stages in their life or with different housing requirements. The scheme will also widen the range of property types within the local area, and this in turn should lead to better use of the existing housing stock.

Policy H2.7 advises that new housing schemes will be expected to be of a high standard of design and make a positive contribution towards improving the City's environment. They should not create areas of incidental open space outside the curtilage of dwellings unless there are proper and ensuring arrangements for its maintenance. The scheme is in accordance with Policy H2.7 in that the development is of a high standard of design, and maintenance regimes are in place for the apartment blocks. Trees planted within the rear courtyard would be included in the maintenance contract.

4.16 Part 2 of the UDP

Although the site is not specifically allocated in the UDP policies EM1 EM2, EM4 and EM10 are relevant. Policy EM1 highlights the desire to create sustainable urban neighbourhoods in Ancoats, Beswick , New Islington and Miles Plating. The policy also refers to the transformation of the River Medlock and its valley into an attractive environment for informal recreation with semi natural habitats. Policy EM2 relates to creating regeneration, which is sustainable and increases the demand to live, work and visit the area. It promotes the re-use of previously

developed and underused land, and seeks design that would enhance the quality of the built environment in terms of scale, density, height, layout massing, landscape and access. However, the New Islington development to the north is to be developed for residential purposes. Policy EM4 relates to the Medlock Valley and seeks to ensure future development would not adverse impact on the open landscaped character of the valley; the semi natural habitats; people's ability to access the valley by sustainable means, and the informal recreational quality of the valley. Policy EM10 relates to the Ashton Canal corridor and promotes a medium –high density mixed use development along the Ashton Canal corridor comprising residential and employment uses; seeks re-use and restoration of historic buildings (including former textile buildings; seeks a greater mix of housing types , sizes and tenures; provision of a local neighbourhood shopping centre; and improvements to the Ashton Canal including the provision of a pedestrian and cycle route , and additional access points to the Canal.

It is considered that this proposal would accord with policies EM1, EM2, EM4, and EM10.

4.17 Guide to Development in Manchester Supplementary Planning Document and Planning Guidance. (April 2007).

The Guide advises that design should respect and be informed by location; buildings should front onto streets; buildings should relate well to each other; building height should be carefully considered, and site boundaries and treatment should contribute to the street scene. Whilst this is an outline proposal, the applicant has sought approval of the site layout. This indicates blocks which front onto the street, with courtyards comprising amenity space to the rear. Although parking locations are indicative at this stage the scheme has been designed to ensure that vehicles would not dominate the street scene.

4.18 Holt Town Waterfront Design Handbook

The developer has produced a Holt Town Waterfront Design Handbook, which is a type of design code which shows designers and developers how to make individual design responses on a plot by plot, street by street basis that will come together to achieve a wider vision. The handbook sets down long term commitment to the delivery of key design and construction parameters that re required to deliver the vision shared amongst key stakeholders. The handbook also includes guidance on Environmental Sustainability, Lifetime Homes, masterplan parameters, and delivering character areas.

4.19 Proposed Development

The proposed development would include 4, 348 dwelling units and 2,028sq.m of retail floorspace. 1200sq.m of retail floorspace exists within the site area at present, which would be removed as part of the

development proposals. As such the increase overall would not be significant. It is envisaged that the retail floorspace would be located in the vicinity of the tram stop and the balance would be distributed on Cambrian Street and at the southern end of the site on Pollard Street. It is envisaged that office floorspace would be located with existing retained buildings alongside the Ashton Canal, with the remainder of the office accommodation being sited towards the southwestern end of the site.

The combination of the mix of these uses and residential units will create vitality and diversity in the area providing increased activity at all times of the day.

The plans indicate a proposal of high quality both in terms of layout of the site, which together with the uses involved will provide a range of facilities to enhance this location in close proximity to the millennium village.

An important consideration in the development of this site is how it relates to existing and surrounding uses. The requirement is that good pedestrian and cycle links are created, not just between the individual elements being proposed, but that it fully integrates into the adjacent communities. The detailed layout plans focus on these links, and demonstrate the development would achieve this integration. These routes would be safe, secure and user friendly and would encourage and support the development of a pedestrian link through the scheme. This will encourage people to continue to use the development by a full range of transport modes including walking and cycling thereby reducing reliance on the car.

Quality design and good management of the public realm will be essential to creating a safe and viable location. To this end it is important to create pedestrian-friendly environments, whilst accommodating the vehicle and servicing requirements.

4.20 Layout and Design

The design and layout of the development has been designed within the spirit of the Guide to Development for Manchester. The main public aspect of the site fronts onto surrounding streets. The perimeter blocks have been designed so as to be the depth of one residential unit, so they would be dual aspect onto both the proposed courtyards and onto the street. Each of the routes within the site is clearly defined by well defined building lines. These routes are designed to be highly legible in order to provide the most direct routes around the proposed development. The layout includes taller blocks of 10, 12, 16 and 25 storeys, which are used to mark gateway locations, provide orientation references, and as act as key landmarks within the scheme.

The proposal would provide a landmark development at a gateway into East Manchester.

4.21 Density

Holt Town is promoted within the recently updated east Manchester Strategic Regeneration Framework 2008-2018, as one of a series of neighbourhoods which can provide a higher density, mixed-use residential offer and which is intended to attract residents with a broad range of lifestyles, who want innovative and contemporary accommodation.

Holt Town will provide larger than average dwellings which benefit from high quality open space, good community facilities, easy parking and superb public transport links whilst achieving a sustainable density and mix of uses.

The overall density of the development is approximately 122 dwellings per hectare, which supports life and activity in the new community; development of a sustainable mix of uses and social infrastructure; provision of large scale new parks and infrastructure; an inherently self policing and safe community and developing innovative approaches to affordability and sustainability.

4.22 Listed buildings

Five listed buildings and structures and five buildings of townscape merit are proposed to be retained for conversion to both residential and commercial use.

The application site is in the vicinity of listed buildings, and listed locks on the Ashton Canal. Due to the height of the proposed buildings, elements of the proposed Holt Town development would also be visible from the Ancoats conservation area. It is therefore necessary to consider the impact that the proposals would have on the settings of listed buildings and listed locks, and on the conservation area. Within the Environment Statement the applicant has given an assessment of the impacts.

The proposals would be highly prominent when viewed from the nearby Ancoats Conservation Area, and would be at least partly visible from other conservation areas within the City Centre. However, even the tall buildings would not dominate views out of the conservation areas to such an extent that their special historic and architectural character would be adversely affected. Indeed, the prevalence of existing contemporary buildings around Piccadilly Station allows a building of similar design ethos and of considerable height to be introduced without detrimental effect.

The proposals are intended to address the diverse character of the area. The re-establishment of buildings along Bradford Road, Ashton New Road and other routes within the site with active ground floor uses would

continue the regeneration which is starting to commence within this locality.

The six listed buildings / canal locks within the site have a Grade II listing. The setting of these buildings and structures is undoubtedly affected by the proposed development. However, the location of the proposed blocks would allow for clear views of the buildings along the proposed streetscapes.

It is therefore considered that the proposals would not have a detrimental impact on the settings of the nearby listed buildings, and locks or conservation area. English Heritage has been consulted on the proposed design and the visual assessment and they feel insufficient weight has been given to consideration of the retention of the large engineering brick retaining wall to the Medlock Valley. However, the removal of this structure would enable improved surveillance over the River Medlock, and associated stewardship of the improved areas of public realm, together with improved permeability and linkages within the site. It is considered that the benefits of removing the retaining wall would outweigh the retention of the structure.

4.23 Secure by Design

A Crime Impact Statement has been submitted which demonstrates that vehicle crime and criminal damage are the most prevalent crimes in the locality at present, with car crime being an issue on match days. The recommendations are that any development, to allow the development to be assessed maximise surveillance, have entrances to properties on road frontages and clearly define public and private space. Also where possible that routes for vehicles, cycles and pedestrians be segregated, and be overlooked, with no sharp changes of direction. Open space should be overlooked and well managed /maintained to reduce opportunities for crime.

In conclusion it is recommended that a Crime Impact Statement be prepared for each detailed phase of development to allow the development to be appropriately assessed and identify design solutions to reduce opportunities for crime and fear of crime.

The priority has been to create a quality pleasant environment, which encompasses the key principles to ensure a safe and secure environment.

4.24 Traffic

A Traffic Impact Assessment has been submitted as part of the Environmental Impact Assessment, which reviews, the local accessibility, existing traffic conditions, highway facilities and transportation constraints effecting this proposal. The conclusions are that :-

The site layout incorporates a comprehensive network of footpaths, footways and cycle routes would connect this development with the City Centre and surrounding area.

The proposed masterplan for the area would significantly increase the quality for the existing infrastructure for walking and cycling provision, and the developing travel plan would encourage these modes of transportation. Although public transport provisions in the locality are good, improved quality of the waiting environment would be beneficial, and the introduction of Metrolink would improve accessibility.

The capacity of a number of junctions surrounding the site has been assessed, and the assessment concludes that there is a requirement for mitigation measures at a number of junctions. Three junctions would require signalisation to accommodate forecast development flows. These are either end of Cambrian Street and at the southern end of Beswick Street. The northern end of Beswick Street is already signalised, but the localised widening of Bradford Road would be required in order for the junction to operate satisfactorily. Minor changes to the signal timing of the junctions on Greta Ancoats Street would improve their operation.

In view of the conclusion of the assessment it is recommended that an off site highways condition be attached to any planning approval, and any further comments from the Head of Engineering Services will be important in this regard. The Head of Engineering Services has made detailed comments, if any outstanding details are not fully resolved before the committee meeting, they could become the subject of conditions.

4.25 Parking and Access

Vehicular access to the site would be taken primarily from existing routes from Carruthers Street, Beswick Street, Cambrian Street, Bradford Road (two further access points), Holt Town and Ashton New Road, with additional pedestrian access along the canal, and river valley. This site adjoins the Ashton canal towpath. This would be maintained as a pedestrian route. This development would involve works to the route adjacent to the towpath to improve access to the site alongside the Ashton Canal. A new pedestrian route would also be created in the form of a Terrasse Anglaise to linking both sides of the valley.

The masterplan proposals also indicate the retention of the route of New Viaduct Street to access the small area to the south of the river and the west of the viaduct. It is considered that the number of access points to the site has led to a highly permeable layout with linkages to the surrounding area and beyond.

Parking for this development would be a mixture of off street basement parking to serve the residential properties (100% provision), and an

element of some on street parking to serve the commercial floorspace. This envisaged to be short stay provision. There will be issues surrounding match and event day parking at Sportcity, and consideration would need to be given to the introduction of an Controlled Parking Zone, to safeguard the proposed parking facilities.

It is considered that adequate parking would be provided within the scheme in this location, and that the scheme would not have a detrimental impact on the highway network.

4.26 Cycle Routes/ Public transport

There is an on road cycle route along Merrill Street with Pollard Street, which borders the south west of the site. The Transport Assessment indicates that spaces for the retail, office floorspace and residential dwellings would be provided .Details have, at this stage, not been provided in relation to the type of secure cycle storage. It is therefore recommended that this issue be covered by planning condition..

It is envisaged that in general existing bus patterns would be maintained with services running along the perimeter of the site as a t present, and that bus stop locations would be maintained. All parts of the proposed development would be within 400m of a bus stop. In addition Metrolink would have stops at Holt Town and Pollard Street, which would improve public transport provision locally.

4.27 Travel Plans

An outline travel plan has been provided as part of the Transport Assessment. A finalised Travel Plan would be developed to assist in the reduction in dependence on car travel, and it is proposed to attached a condition to any planning approval regarding this matter.

4.28 Housing Market

Miles Platting PFI scheme, which involves the refurbishment of housing stock to the west of Bradford Road, and the redevelopment of small areas of housing is currently underway. Sportcity housing development around Stuart Street is progressing with three phases now on site.

Research by the applicant's agent indicates that the family accommodation market is under represented within the City Centre market. Research has highlighted the young professional group as being the most prominent within the owner occupied and privately rented sector within the Manchester market. However, as this group moves towards family life a shift in demand for accommodation occurs with a bias towards larger dwellings from large two beds or three bedroom units upwards. Their research also indicates that there is an absence of accommodation to meet demand of this a nature within the City Centre, and they believe that the Holt Town waterfront presents an opportunity of

sufficient scale and unique locational characteristics to address such issues.

4.29 Environmental Wind Conditions

A qualitative study of wind conditions would need to be carried out for each phase of development, as well as a holistic approach to ensure that the cumulative interactions of the different phases are taken into account for the final conditions. It is recommended that this aspect of the scheme is conditioned.

4.30 Ecology

It is acknowledged that the impact of the proposed development would have a moderately adverse effect on the ecology of the site, given the scale and scope of development. It is however, considered that the extensive and diverse network of open spaces alongside other habitat enhancement features could provide a qualitative improvement through the creation of a diverse ecosystem.

The Ashton Canal is a Grade A Site of Biological Importance, due to the presence of a floating water plantain (*Luronium Natans*) and grasswack pondweed (*Potamogeton compressus*).

Survey work has been undertaken in relation to Black Redstarts and bats. In relation to bats, no bats were seen emerging from any of the buildings monitored along the canal towpath, but bat passes were recorded soon after sunset suggesting one or more roosts in the vicinity. The bats recorded were common pipistrelles. The most likely locations for the roosts were the mill buildings, Bengal Mill/Union Mill, Brunswick Mill, Hope Mill, Spectator Mill, Ancoats Works Mill complex and in the vicinity of Upper Helena Street. Bat activity was recorded along both the River Medlock and the Ashton Canal. Although the mill buildings are generally identified to be retained and refurbished on the submitted parameters plans it is recommended that a condition be attached to any planning approval to require further surveys are undertaken prior to the development of the site to establish the presence /absence at that time and that external lighting is conditioned limit the impact of external lighting on bat flights along the canal.

No black redstarts were recorded either visually or audibly at any time during the survey visits, or noted on adjacent land, but the site was deemed to hold potential for both foraging and breeding due to the nature of the land use, areas of ruderal vegetation and proximity of open water. It is therefore recommended that a condition be attached to any planning approval to require further surveys are undertaken prior to the development of the site to establish the presence /absence at that time. The value of the site for nesting could be maintained and enhanced by the introduction of green roofs on buildings, and nest boxes specifically designed for Black Redstarts.

Mitigation measures in order to safeguard the protected flora and fauna include measures to, limiting the clearance of scrub vegetation to prior to the bird nesting season, inclusion of features for nesting and feeding for Black redstarts, installing artificial bat roosts along the canal frontages of buildings, and provision of measures to mitigate the effects of overshadowing on the species within the canal should form part of conditions.

4.31 Landscaping /Open Space

The existing areas of public open space within the site comprising the land on either side of the valley of the River Medlock, with grassed strip at the back of pavement on the north side of Ashton New Road, two areas of land previously occupied by housing which have been grassed over and a larger area on Cambrian Street (comprising 53,072 sq.m.).

Although quantitative terms the levels of open space and public realm equates to the quantum of existing space, there would be a significant improvement in the overall quality and viability of the space which would be brought forward as part of the overall proposals. The proposed 'Terrace Anglais' is a south facing public promenade, which would rise from Holt Town up along the valley edge towards New Viaduct Street. The route would comprise a two metre wide walk, with a further 3 metre wide setting and watching area overlooking valley, with areas of tree planting, seating and viewing platforms.

Although landscaping is a reserved matter the applicant has confirmed that the landscaping within the river valley would be improved, and a multi user games pitch would be provided. The applicant has discussed the location of the pitch with Sport England. Indicative plans within the Open Spaces strategy also show the potential to be able to accommodate MUGA type facilities within some of the larger courtyards as additional provision. In addition a green route would be created to link Bradford Road to the river valley, with a linear pocket park being provided to the west of the proposed tram stop. The delivery of the open space is tied with the overall development programme, with the detailed design of these areas coming forward at Reserved Matters stage. It is therefore recommended that this aspect of the scheme, including implementation, timing and maintenance be conditioned.

4.32 Shadow Analysis

The applicant has supplied a Shadow Analysis, which identified the potential of shadow that would be generated over the canal, adjacent existing development and within the proposed development. The very nature of the layout of the proposed courtyard will lead to some overshadowing at various times of the day. This has led to further consideration being given to areas of the site, and the applicant has now

reduced the heights of a number of blocks to reduce the potential impact in terms of overshadowing.

4.33 Amenity

The scheme includes access to private residential spaces for residents, which would include balconies, roof terraces, gardens, and patios. These matters would be considered in more detail at the reserved Matters stage of the process.

With regard to the proposed uses on the site and potential noise, it is considered that the buildings could be suitably insulated to prevent any significant break out of noise; to prevent unacceptable noise transfer between the different uses within the building and to prevent occupiers of the building being disturbed from external noise sources.

4.34 Lighting

Although lighting would be designed at reserved matters stage, it is recommended that a condition be attached to any approval to require full details of all external lighting to be erected within each phase of development to be submitted and agreed in writing. This is in order to enable the full impact of such proposals on bats and on security.

4.35 Sustainability

An environmental standards statement has been submitted which outlines how Holt Town would meet the environmental standards outlined in Manchester Guide to Development 2 with appropriate technology –current or future. The applicant gives a commitment that all buildings proposed and refurbished would meet the Code for Sustainable Homes Level 3, and confirms that the finalised details of how targets of CO₂ reduction would be met would be developed at reserved matters stages.

Key sustainability issues that have been considered in the development of the scheme include:

- (1) Sourcing of materials.
- (2) Cycle storage spaces.
- (3) Home office provision.
- (4) Low energy lighting and eco labelled white goods.
- (5) The design of the building envelope to minimise heat losses and solar gains, and the provision of energy efficient lighting to key areas and general circulation spaces. The buildings have been orientated to allow habitable rooms to be adequately lit with natural light, wherever possible.
- (7) Bin storage including recycling bins.

In relation to renewable energy, although the developer has confirmed that at least 20% of final energy demands would be targeted to be met

on site. However, no commitment has been given to which of the initiatives which are outlined would be pursued. The aspiration for Holt Town in the future is to become zero waste and a strategy has been outlined to show that Holt Town would be able to deliver a minimum of 50 % recycling. It is therefore recommended that a condition relating to a detailed waste storage and recycling strategy together with ensuring delivery of a minimum of level level3 Code for Sustainable Homes and at least BREEAM very good in relation to commercial properties.

4.36 Ground Conditions

An outline programme of site investigation works is proposed for each development block within the confines of an overall Environmental Management Plan. The precise nature of remediation measures would be defined and agreed at the reserved matters stage, and given the comments made by the Head of Regulatory Services, it is recommended that this aspect of the scheme is conditioned.

4.37 Noise

The technical review concludes that the existing and future noise climate is appropriate for the residential use proposed, and that the two effects of any particular noise generator could be controlled by mitigation measures. Following comments by Head of Regulatory Services, it is recommended that this aspect of the scheme is conditioned.

4.38 TV Reception

It is not possible to be conclusive about the effects on TV and Radio reception until such time as the buildings are constructed. It is therefore recommended that this aspect of the scheme is conditioned.

4.39 Access for Disabled People

This aspect of the scheme would be dealt with in detail at the Reserved Matters stage of the process, however, the applicant has confirmed that each development block has been designed to accommodate two lift shafts, which are suitable for wheelchair access, and these would also give access to the underground parking facilities (where these are provided) . Prototypes of dwelling types have been provided which demonstrate that internal doorways, bathroom and master bedroom sizes comply with DFA2 , and that all corridors and internal spaces are of sufficient size to accommodate the turning circle of wheelchairs.

4.40 Overlooking

Layout is currently under consideration, but the internal layout of accommodation would form part of Reserved Matted application. It has therefore been drawn to the applicant 's attention that there are blocks of residential accommodation within certain areas of the site, which will

need to have internal layout configurations to ensure that overlooking of habitable rooms does not occur.

4.41 Statement of Community Involvement

The applicant held a drop in session at St. Anne's Primary School prior to the submission of the planning application, on 13th and 14th September 2006; a stakeholder's workshop was held on 4th April 2007, and a public consultation with residents was held over three days in May 2007.

4.42 Affordability

In developing an approach for Holt Town, the primary focus has been on low cost home ownership, rather than social rented housing, as East Manchester has historically had a comparatively low level of owner-occupation and, if the target of 60% owner-occupation is to be achieved then owner-occupation is a significant priority. Secondly, Holt Town is bordered by major areas of Council housing to the north (Miles Platting) and the south-east (north Beswick estates). Nevertheless, whilst there is comparatively little social rented housing in the Holt Town area at the moment, the regeneration proposals do involve an increase from 31 to 50 units to re-provide for the units being lost due to the proposed redevelopment of the area.

With regard to affordable home ownership, there are in essence only three available approaches to bridge the gap between house prices and household incomes. In this instance it is considered that the most appropriate approach for the Holt town development would be through the development financial mechanisms, in conjunction with the banks and lending institutions, through shared ownership and equity share arrangements, to open up access to home ownership for lower income households, without compromising the quality of development or its financial viability.

In this context, Cibitas have been in discussion with two banks, both of whom are keen to work with them to develop a commercially viable shared ownership model for Holt Town. At this stage, the model cannot be guaranteed to reduce housing costs to the average Manchester household income of £25,000. It does, however, to be accessible represent a significant reduction. More significantly, as it has no impact on the viability of the development but is essentially a funding mechanism for purchasers of housing within the scheme, it could be offered to 100% of purchasers.

To pursue the opportunity for establishing a commercially viable shared ownership mechanism for Holt Town, the developer is prepared to commit to significant expenditure on working with NEM and the City Council to developing the model into a deliverable scheme. In recognition that the proposals cannot be guaranteed at this stage, the developer has proposed that, should it prove incapable of

implementation for any reason, they would be prepared to commit to 5% affordable home ownership in tranche 1 (when development costs are heaviest due to the need for early infrastructure investment) rising to 10% in tranche 2 and 15% in tranche 3.

4.43 Playing pitch provision

A multi user games pitch would be provided within the river valley, and following initial concerns expressed by Sport England about significant deficiencies in existing sports provision in the local area, the developer has submitted indicative plans (as part of planning application further clarification document) which show illustrative options for internal courtyard areas which includes the potential to provide further sports pitches /MUGA's within the larger courtyard areas. The illustrative pitches could accommodate mini-tennis or five –a-side football facilities.

4.44 Comments by Objectors

Following concerns expressed by residents regarding massing, heights of the proposed buildings in close proximity to existing residential properties have been reduced. However, the height of buildings on Merrill Street have been retained to provide a gateway to the proposed development in close vicinity to the proposed Metrolink tram stop.

In terms of concerns about lack of private garden space and only semi-private garden space being available, the developer has submitted indicative plans (as part of planning application further clarification document) which delineate the proposed courtyards into private front and rear garden areas, semi-private landscaped areas and sports facilities to identify that dwellings would have private usable amenity space provision. The issue of levels of recreational space has been addressed elsewhere in this report.

Concerns regarding consultation have been noted, however, the applicant held drop in sessions to inform their development framework on 13th and 14th September 2006 prior to the submission of the planning application. They subsequently held a public exhibition on 16th, 17th and 18th May 2007, and delivered leaflets by hand to local residents and local businesses. A meeting for Chesshyre Avenue residents was held on 16th May 2007. In addition as part of the planning process the application has been advertised on site and in the press as being a Major Development, as affecting a Listed Building, as affecting a Public Right of Way, and as being an application accompanied by an Environmental Statement. Neighbour notification letters were also sent out to 2321 residents on 27th June 2007 and 5th December 2007.

In terms of the planning application not including the same area that was included in the framework, the applicant has confirmed that it is not the intention to redevelop the area which has not been included as part of this outline application. In relation to the objectors contention that the

development plan process would be a more appropriate approach to take, it is considered that sufficient information has been provided to accompany the application in order for the due consideration to be given to issues arising from proposed development.

4.45 Employment Relocation Strategy

The applicant has submitted a business relocation strategy, which is cognisant of the preferences expressed by local businesses, and the approach to relocation, attempts to reflect the stated preferences. Given the length of the proposed development timetable, the potential business relocation options for businesses have focused on businesses, which fall within the first phase of development.

The proposed development proposes 2,028 sq.m. of floorspace which Classes A1,A2,A3,A4 and A5, and 11,121 sq.m. of floorspace within), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure, which will enable some businesses wishing to remain in Holt Town to be accommodated within the proposed development . However, existing Class B2 (general industrial) and Class B8 (warehousing and storage) uses would require more appropriate locations. Fifteen businesses have indicated they would consider potential relocation within the New East Manchester, and the business relocation strategy indicates that all reasonable endeavours would be made to find a suitable location. The strategy identifies a range of potential relocations options in New East Manchester.

4.46 Section 106 agreement.

It is recommended that a section 106 agreement be attached to any planning approval, which would need to include the following matters:-

- Provision of the school and timescale for delivery
- Mitigation measures to traffic junctions, and new highway facilities
- Landscaping of the public realm, delivery and subsequent maintenance
- Landscaping of the courtyards, delivery and subsequent maintenance
- Extension of Miles Platting and Philips Park CPZ areas
- Upgrading of the towpath along the Ashton Canal
- Community use of the playing pitch
- Affordability
- Delivery, and timescale for the installation of bridges
- Provision of sports facilities

Although it is recommended that this application be subject to a section 106 agreement, if it is deemed to be appropriate to secure these measures through an alternative mechanism such as a development agreement, then it is requested that the final decision be delegated to the Head of Planning in conjunction with the Chair of Planning and Highways Committee.

4.47 CONCLUSION

The redevelopment of this site with a quality development will bring major environmental and regeneration benefits creating approximately 647 jobs.

The proposals would bring about the comprehensive redevelopment of the site and will be a major catalyst for further regeneration.

It is considered that the scheme would transform a large area of east Manchester with the provision of quality residential and commercial floorspace, and would deliver further employment opportunities and improve the range of locally available services.

Whilst the development will impact on the area, the conclusion reached is that there are measures that can and will be introduced to minimise any potential adverse impact with regards to matters such as noise, dust, etc. What is important is that the documentation does identify the clear positive elements of the proposal which will introduce a quality mixed use scheme into East Manchester and will create a significant number of jobs in an area where there are high and long-term unemployment problems in an accessible location for pedestrians and those travelling by public transport. Further, it will create a large number of jobs, and create important opportunities to develop skill levels.

4.48 Third Party Representations

P C Hydraulics (northern) Ltd, 6-8, Hillkirk Street, Manchester, M11 3EZ
23 Cambrian Street, Manchester, M40 7EP
31 Cambrian Street, Manchester, M40 7EP
22 Sidwell Walk, Manchester, M4 7FT
2 Badby Close, Manchester, M4 7EY
2 Pattishall Close, Manchester, M4 7DU
3 Mayes Gardens, Manchester, M4 7FN
Roble Ayah, 22 Sidwell Walk
The Crusty Cob, Beswick Street, Ancoats, Manchester, M4 7HR
DPP, 40 Barton Arcade on behalf of KCP, Pollard Street/Carruthers Street and Wellington Mill.

- 4.49 **Human Rights Act 1998 considerations** – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the

applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. He believes that any restriction on these rights posed by the of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and country Planning Acts.

4.50 **Recommendation**

The Head of Planning therefore recommends that the Committee planning be MINDED TO APPROVE application **083447/OO/2007/N2** subject to a section 106 agreement and referral to the secretary of state due to the HSE's advise against recommendation , and on the basis that the Council has taken the environmental information (as defined in the EIA regulations) into consideration and the applications are in accordance with the Unitary Development Plan for Manchester (adopted 1995) in particular policies EM1, EM2, EM4, EM10, E2.6, E2.7, E3.1, E3.3, E3.4, S2.1, S2,4, S2,5, S2.6, R1, H1.2 and H2.7, and there are no other significant material considerations to indicate otherwise.

4.51 **Conditions and/or Reasons:**

1) Applications for approval of reserved matters must be made not later than the expiration of three years beginning with the date of this permission. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990.

2) Before the development is commenced, the applicant shall submit detailed plans and particulars to the Council, and obtain their approval under the Town and Country Planning Acts, of the following reserved matters and other matters as are required under condition nos. 4 to 60 of this permission: the design of the proposal; external appearance of all buildings; and the landscaping of the site.

Reason - To ensure the satisfactory development of the site and because this application is in outline only, and to ensure that the conditions attached to the consent are complied with for each phase or contract related to the implementation to which they are relevant.

3) Development shall be carried out in accordance with the approved phasing programme, unless otherwise agreed with the Local Planning Authority.

Reason - The applicants have indicated that the works necessary to implement the scheme fully are likely to come forward in a phased manner.

4) Construction of any building or phase of development hereby approved by this permission shall not take place unless and until samples and specifications of the materials to be used on all external elevations of that building or phase of development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

5) The car parking shall be surfaced, demarcated and made available for use as each building or phase of development is occupied, in accordance with details to be submitted to and approved in writing by the City Council as Local Planning Authority. The car parking spaces shall then be available at all times whilst the buildings are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policy E3.3 of the Unitary Development Plan for the City of Manchester.

6) The development hereby approved shall be carried out in accordance with the drawings numbered LS108 , LS109, LS111, LS113, LS114, LS115 , LS116 , and Transport Assessment, Crime Impact Statement, Statement of Community Involvement, Housing Market Assessment, Planning Statement, Development Framework, Design Handbook , Flood Risk Assessment, Environmental Standards Statement, Design and Access Statement, Environmental Statement, Open Space Strategy, Employment Land Review, Business Relocation Strategy and stamped as received by the Local Planning Authority on 4th June 2007; Bat and Black Redstart surveys, stamped as received by the Local Planning Authority on 30th August 2007 ; Arup's reply to traffic comments (12th September 2007, revision A October 2007); Holt Town Shadow Analysis (received 5th October 2007,) Flood Risk Assessment (received 19th September 2007) , Visioning Document (received 5th September 07), Sun path Analysis dated 7th November 2007 as amended by Shadow analysis received 4th December 2007, Holt Town Phasing Strategy received 13th November 2007, letter from EDAW to GVA Grimley dated 27th September 2007 in relation to disabled access, Design Clarification dated November 2007 , Tree Survey (received 13th November 2007) Holt Town Waterfront planning application Further clarification document received 15th November 2007 unless otherwise agreed in writing with the City Council as Local Planning Authority.

Reason -To ensure that the development is carried out in accordance with the approved plans.

7) The development shall not be occupied unless accreditation, confirming achievement of the Secured by Design standards in respect of the development has been issued by Greater Manchester Police, unless otherwise agreed in writing by City Council as local planning authority.

Reason - To reduce the risk of crime pursuant to Policy E3.5 of the Unitary Development Plan of the City of Manchester and to reflect the guidance contained in Planning Policy Statement "Delivering Sustainable Development".

8) All vehicles entering and leaving the site during the construction period are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing. The wheelwash shall be retained on site during the construction period, and shall be positioned to allow use throughout each phase of construction; the locations of the wheelwash shall be submitted to and approved by the City Council prior to being implemented.

Reason - To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policy H2.2 of the Unitary Development

9) All contractors' vehicles entering and leaving the site during the construction period shall be sheeted.

Reason - To ensure that the proposed development is not prejudicial or a nuisance to the adjacent premises in the interests of public health and amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

10) The details of an emergency telephone contact number shall be displayed in a publicly accessible location on the site and shall remain so displayed unless otherwise agreed in writing by the City Council as local planning authority.

Reason - In the interests of local amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

11) No phase of development shall take place until there has been submitted to and approved in writing by the local planning authority a plan indicating the positions, design, materials and type of boundary treatment to be erected, including that in proximity to the River Medlock. The boundary treatment shall be completed as each building or phase of development is occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with

Policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for the City of Manchester.

12) No part of each phase of the development shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority, and in accordance with the phasing programme unless otherwise agreed in writing. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to policy T3.7 of the Unitary Development Plan for the City of Manchester.

13) Full detailed designs (including specifications) of all highways works, shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details, prior to the commercial uses being brought into use and residential units being occupied, unless otherwise agreed with the local planning authority.

Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

14) Details of access proposals to each building or phase of development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority before development commences. The approved details shall be implemented before that part of the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

15) Prior to the buildings hereby approved commencing a scheme for the storage and disposal of refuse including storage of recyclable materials for each building or phase of development, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the adopted UDP.

16) No loading or unloading to the operational development, shall be carried out after 8.00p.m. Mondays to Saturdays with no loading on Sundays. Loading and unloading shall be restricted to the period between 07:30 a.m. and 8:00p.m. daily.

Reason - In the interests of residential amenity, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

17) The permitted hours of the Class A1 , A2, A3, A4 , A5, B1, D1 and D2 uses for each building or phase of development, are to be submitted and agreed in writing by the City Council as Local Planning Authority, prior to the occupation of the buildings.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

18) Details of any roller shutters or security grilles to be installed within the development for each building or phase of development, shall be submitted to and agreed in writing by the City Council as Local Planning Authority before they are in place. Roller shutters and grilles shall be of an open grille construction, with the housing for the mechanism recessed behind the plane of the wall where the mechanism is to be located and be colour-coated.

Reason -In the interests of visual amenity, pursuant to policy DC14 and policy E3.3 of the Unitary Development Plan for the City of Manchester.

19) Upon the occupation of the commercial units, any proposed roller shutters on the frontage of the proposed commercial units shall be open/raised from 9.00 a.m. until the business closes in the evening.

Reason - In order to ensure that the appearance of the building is in keeping with the character of the area.

20) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of 'very good' or 'excellent' and at least three star sustainability rating under the code for sustainable homes for those elements of the development, which are residential in nature. A post construction review certificate shall be submitted to and approved in writing by the City Council as local planning authority before any of the buildings hereby approved are first occupied.

Reason - In order to minimise the environmental impact of the development pursuant to policies E1.5 and E1.6 in the Unitary Development Plan for the City of Manchester, policies ER13 and DP3 of Regional Planning Guidance for the North West (RPG13) and the principles contained within The Guide to Development in Manchester 2 SPD and Planning Policy Statement 1.

21) Before the development hereby approved commences a shop front and signage design strategy for the commercial units shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with the approved details

Reason - To protect the visual amenity of the development, pursuant to adopted Manchester Unitary Development Plan policy H2.2.

22) Within six months of any part of the development first being occupied, a repaving strategy for the public footpaths and redundant vehicular crossings around the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with a phasing programme to be approved by the Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant to Manchester Unitary Development Plan policy H2.2.

23) Prior to the commencement of development, details of all external lighting, including lighting on the buildings, within the site, and lighting units within the public realm works, for each building or phase of development shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, pursuant to policies E3.3, H2.7 and E3.4 of the Unitary Development Plan for Manchester (adopted 1995)

24) No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March to August inclusive), unless otherwise agreed with the City Council as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality , pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

25) Before development commences, full details , including scaled elevations, plans and cross-section drawings, of temporary infill panels to the ground floor commercial units shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The details submitted shall include an explanation, in drawings or text, of how the proposed works will resist fly posting and graffiti, and how they will be maintained in good condition. Any works approved in discharge of this condition shall be implemented in full before any part of the development under this planning consent is first used, or by such time as may be agreed in writing with the City Council as Local Planning Authority. The strategy for maintaining the infills in good condition shall be operational at all times until the temporary infills are removed from the site.

Reason - In the interests of visual amenity and to ensure that the frontage of the units before occupation has a good appearance within the streetscene, and that this appearance is maintained, pursuant to Manchester Unitary Development Plan policy E3.3.

26) Any Reserved Matters application submitted within the masterplan area shall be accompanied by a site specific flood risk .

Reason - To ensure that the Holt Town Masterplan development will not increase the risk of flooding , pursuant to policy DC25.1 in the Unitary Development Plan for the City of Manchester.

27) No development approved by this permission shall commence until a scheme for the conservation and restoration of the River Medlock has been agreed by the City Council as Local Planning Authority. The development shall be implemented in accordance with the details so approved.

Reason -To conserve and enhance biodiversity within the River Medlock corridor, pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

28) No phase of development approved by this permission shall commence until a marginal strip of land at least 8m wide is established between the proposed development (i.e. residential buildings, access roads, car parking areas, etc.) and the bank top of the River Medlock. The development shall be implemented in accordance with the details so approved.

Reason - To conserve and enhance biodiversity within the River Medlock corridor, pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

29) No phase of development approved by this permission shall commence until a planting scheme including a programme for planting and maintenance related to stages of completion of the development and comprising native species along the River Medlock corridor has been submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the details so approved.

Reason - To conserve and enhance the natural ecological features biodiversity within the local aquatic environment of the River Medlock corridor, pursuant to policies E2.6, E3.1 and E3.4 in the Unitary Development Plan for the City of Manchester.

30) No phase of development approved by this permission shall commence until the existing buildings have been surveyed for evidence of use by bats prior to demolition, and the results of this survey shall be submitted to and approved by the City Council as Local Planning Authority . If bats are found to inhabit these buildings, no development shall commence until a scheme for

the conservation of this species has been agreed with the Local Planning Authority. The phase of development shall be implemented in accordance with the details so approved.

Reason - To protect bats and their roost sites pursuant to policies E2.3 and E3.4 in the Unitary Development Plan for the City of Manchester.

31) Prior to commencement of any phase of development, full details of a scheme for the management, destruction and /or disposal of Japanese knotweed, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval in order to ensure that the agreed scheme is still applicable.

Reason - To prevent the spread of Japanese Knotweed which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

32) An annual programme of ongoing protected species surveys shall be submitted to, and approved in writing by, the City Council as local planning authority. The programme, approved annually, shall identify the protected species to be surveyed in the following twelve months, the objectives of the surveys and shall set out the methodologies to be used and the procedures for reporting to the local planning authority the survey results. The results of all surveys shall be utilised as baseline information in relation to specific mitigation works. Detailed mitigation measures shall be proposed for each phase of development to address any impacts that will either affect reptiles, bats and Black Redstarts directly or the areas reptiles, bats and Black Redstarts may use for shelter, and include compensatory measures for the possible loss of terrestrial habitat, foraging areas and breeding sites. The mitigation measures shall be submitted to and approved in writing by the City Council as local Planning authority, and the scheme shall be implemented in accordance with the particulars so approved.

Reason - The site includes existing buildings that have the potential to contain bats. The implementation of ongoing protection surveys would ensure that there would be adequate protection measures in place during a phased construction, pursuant to policies E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995).

33) Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from surface water systems shall be passed through an oil interceptor designed and constructed to have capacity and details compatible with the site being drained. Such a scheme shall be constructed and completed in accordance with the approved plans.

Reason - To prevent pollution of the Ashton Canal and River Medlock, pursuant to policy E1.3 of the Unitary Development Plan for the City of Manchester.

34) Prior to any phase of the development hereby approved commencing on site, a method statement giving details of measures to be taken to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the Ashton canal and River Medlock shall be submitted to and approved in writing by the City Council as local planning authority. The measures to prevent any surface water drainage, construction materials or wind blown dust from the development reaching the canal hereby approved shall be implemented in full before each phase of the development commences.

Reason - To ensure the protection of a Site of Biological Importance and wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for the City of Manchester.

35) Within six months of the date of approval for separate detailed schemes for individual phases, a comprehensive Landscape and Ecology management plan for the long term management of all newly established planting, newly created or enhanced habitats, including wetland areas, shall be submitted for approval to the City Council as the local planning authority.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policies E1.3, E2.3, and E2.4 of the Unitary Development Plan for the City of Manchester.

36) No part of each phase of the development hereby permitted (such works to include the demolition of built structures) shall commence until details of a permanent bat roost, as part of the approved development and associated lighting scheme have been submitted and agreed with the Local Planning Authority. The permanent bat roost and lighting scheme should then be installed in accordance with the agreed design, unless otherwise agreed in writing with the Local Planning Authority.

Reason - To provide a replacement roost for bats a European Protected Species (Habitats Regulations 1994) and to comply with policies E2.3 and E2.4 of the Unitary Development Plan for the City of Manchester.

37) Detailed designs and specifications of all the bridges to form part of the development shall be submitted to and approved by the local planning authority, prior to the implementation of the engineering works hereby approved. The approved details only shall be implemented.

Reason - In the interests of visual amenity and accessibility, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

38) No phase of development shall commence until a hard and soft landscaping treatment scheme together with long term maintenance arrangements has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policy H2.2; of the Unitary Development Plan for the City of Manchester.

39) No phase of development shall commence until the following have been submitted to and approved in writing by the City Council as local planning authority:

- (a) A desk based archaeological assessment of the site;
- (b) A scheme for digging archaeological trial trenches on site (including timetables and particulars of the persons supervising the digging);
- (c) A scheme for investigating, evaluating and archiving any finds and for publishing details thereof (including timetables and particulars of the persons who will carry out said tasks).

The schemes approved under (b) and (c) above shall be implemented in accordance with the timetables contained therein and no development shall take place on site until written confirmation of completion of the said schemes has been received by the City Council, unless otherwise agreed in writing by the City Council as local planning authority.

Reason - To investigate the archaeological interest of the site and record and preserve any remains of archaeological interest, pursuant to Policy DC20.1 of the Unitary Development Plan for the City of Manchester and guidance in PPG16.

40) a) Before each phase the development hereby approved commences, a report (the Preliminary Risk Assessment the Desk Study) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

The Desk Study shall be prepared by a suitably qualified person whose competence to carry out the Desk Study has been approved in writing by the City Council as local planning authority (an "Expert").

In the event of the Preliminary Risk Assessment Desk Study identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal Scheme) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal Scheme shall be carried out, by an Expert before development commences and the Expert shall prepare a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy Site Investigation Report, and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development is occupied, then development shall cease and/or the development shall not be occupied until, an Expert has prepared a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy Site Investigation Report) which shall be submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy Site Investigation Report, which shall take precedence over any Remediation Strategy Site Investigation Report or earlier Revised Remediation Strategy Investigation Report.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

41) Details of a Travel Plan with the objective of reducing car borne journeys; and including particulars of its implementation and monitoring of effectiveness and how measures to improve effectiveness shall be implemented shall be submitted to and approved in writing by the City Council as local planning authority prior to occupation of each phase of dwellings or commercial premises; For so long as the use is in operation the local planning authority shall be provided with such information as specified in the Travel Plan and all measures that are identified that can improve the effectiveness of the Travel Plan shall be adopted and implemented within a timescale agreed in writing by the local planning authority.

Reason - In accordance with the provisions contained within Planning Policy Guidance 13.

42) Before the development commences an acoustic attenuation scheme including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

43) Before any Class A1, A2, A3, A4,A5 ,B1, D1,D2 or primary school use hereby approved commences, the premises shall be acoustically insulated and treated to limit the break out of noise in accordance with a noise study of the premises and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as local planning authority.

Reason - To safeguard the amenities of the occupiers of the building and occupiers of nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

44) The applicant shall, with regard to television reception in the area containing the application site, provide the City Council as local planning authority with studies that:

a) Identify, before the development commences, the potential impact area in which television reception is likely to be adversely affected by the development. The study shall be carried out either by the Office of Communications (Ofcom), or by a body approved by Ofcom and shall include an assessment of when in the construction process an impact on television reception might occur.

b) Measure the existing television signal reception within the potential impact area identified in (a) above before development commences. The work shall be undertaken either by an aerial installer registered with the Confederation of Aerial Industries or by a body approved by the Office of Communications, and shall include an assessment of the survey results obtained.

c) Assess the impact of the development on television signal reception within the potential impact area identified in (a) above within one month of the practical completion of the development or in accordance with the phasing programme required by condition 3 of this planning permission or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area. If the development is

found to have a detrimental impact upon existing television signal reception, the study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out in (b) above. The measures identified must be carried out either before the building is first occupied or in accordance with the phasing programme required by condition 3 of this planning permission or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception, as advised in Planning Policy Guidance Note 8: Telecommunications, pursuant to Manchester Unitary Development Plan policy H2.2.

45) Before first occupation of the development the buildings used for Class A1, A2, A3, A4, A5, B1, D1, D2 or primary school purposes, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Manchester Unitary Development Plan.

46) The permitted hours of the Class A1, A2, A3, A4, A5, B1, D1, D2 and primary school uses are to be submitted and agreed in writing by the City Council as Local Planning Authority, prior to the occupation of the buildings.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation when the development is complete, pursuant to H2.2 of the Unitary Development Plan for the City of Manchester.

47) Deliveries, servicing and collections, including waste collections to the Class A1, A2, A3, A4, A5, B1, D1, D2 uses and primary school shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - In order to protect the amenity of local residents and in accordance with Policy H2.2 in accordance with the Unitary Development plan for the City of Manchester.

48) If when the lighting units are illuminated they cause undue glare or light spillage to the detriment of adjoining and nearby residential properties, baffles

and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

49) No part of the site outside of the buildings in use for Class A1, A2, A3, A4,A5 ,B1, D1,D2 or primary school purposes shall be used other than in accordance with a schedule of days and hours of operation submitted to and approved in writing by the City Council as local planning authority. No amplified sound or any music shall be produced or played in any part of the site outside of the building.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

50) Before development falling within Class A1, A2, A3, A4,A5 ,B1, D1,D2 or primary school purposes commences, a scheme for the extraction of any fumes, vapours and odours from the premises hereby approved shall be submitted to, and approved in writing by, the City Council as local planning authority. The approved scheme shall be implemented prior to occupancy and shall remain operational thereafter.

Reason - In the interests of the amenities of the occupiers nearby properties in order to comply with Policy H2.2; of the Unitary Development Plan for the City of Manchester.

51) A litter bin of a size and type to be approved in writing by the City Council as local planning authority shall be installed on the forecourt of the premises falling within Class A1, A3, A5 ,or primary school purposes before the use commences and shall remain there for so long as the use is in existence.

Reason - To maintain the quality of the street environment in the locality of the development in order to comply with Policies H2.1, H2.2, H2.6, DC10.1, DC10.4 and DC10.5 of the Unitary Development Plan for the City of Manchester.

52) The first use of each of the commercial units to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission subject to the requirements of the Town and Country Planning (General Permitted Development) Order 1995.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development pursuant to Policy H2.2 of the Unitary Development Plan for the City of Manchester.

53) Notwithstanding the provisions of the Town and Country Planning General Development Order 1995, no buildings , extensions, garages shall be erected (other than those expressly authorized by this permission).

Reason – To safeguard the residential amenities of the future occupiers of the dwelling houses, and safeguard the amenities of the occupiers of nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

54) Within 3 months of the development commencing, a Community Access Agreement shall be submitted to and agreed in writing by the City Council as Local Planning Authority, in consultation with Sport England. The Agreement shall identify an area of the site to be used for a playing pitches as indicated on the approved drawings, for community use, and shall also include the hours of operation. The development shall only be carried out in accordance with the agreed details.

Reason - In the interests of public amenity, pursuant to policy L1.2 of the Unitary Development Plan for the City of Manchester.

55) All pitches and multi purpose games areas shall not be open outside the following hours, unless otherwise agreed in writing by the City Council as Local Planning Authority:-

* Monday to Sundays 8:00am to 10:00pm

Reason - To safeguard the amenities of the occupiers of future occupiers and existing nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

56) All trees, shrubs and hedges within the site and/or trees whose root structure may extend within the site, which are to be retained shall be fenced off before any building or other operation approved by this permission is carried out within the vicinity in accordance with British Standard 5837 (1991). Thereafter, no excavation or other building or engineering operations shall take place and no plant, machinery or materials (including excavated material) shall be placed, deposited, stored or stacked within any such fence during the construction period.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to policy E2.6 of the Unitary Development Plan for the City of Manchester.

57) The permission hereby granted relates to the principle of developing the land for residential units (4,470), Class A1 retail, Class A2 offices, Class A3

restaurant, Class A4 public houses and Class A5 hot food takeaways (2028sqm in total), Class B1 (offices) and Class D1 non-residential accommodation and Class D2 Assembly and Leisure (11,121sqm in total) and a primary school plus associated access and open space, and does not imply the approval of any physical works to any listed buildings and structures which are present on the site.

Reason - For the avoidance of doubt because listed building matters should be subject to a separate application under the Town and Country Planning (Listed Building and Conservation Areas) Act 1990.

58) No part of each phase of the development hereby permitted shall commence until fully detailed cross section plans of the existing and proposed external ground levels of that phase have been submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details, unless otherwise agreed with the local planning authority.

Reason - To ensure that a satisfactory development is carried out, in accordance with policy H2.2; of the Unitary Development Plan for the City of Manchester.

59) No development shall take place within the inner and middle HSE consultation zones (as plotted on the HSE Consultation Zones plans), for Transco , Bradford Road Holder Station (East) , Bradford Road and for Transco , Bradford Road Holder Station (West) , Bradford Road until the gas holder station and gas pipeline adjacent to the holders on Bradford Road have been denotified.

Reason –To safeguard the health and safety of future occupiers, pursuant to policy H2.2 of the Unitary Development Plan for the City of Manchester.

60) Full detailed designs (including specifications) of measures to safeguard vehicular and pedestrian safety in proximity to the alignment of Metrolink for each phase of development , shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the development commencing. The development shall be implemented in accordance with the approved details, prior to the commercial uses being brought into use and residential units being occupied, unless otherwise agreed with the local planning authority.

Reason - In the interests of highway safety, pursuant to policy T3.1 of the Unitary Development Plan for the City of Manchester.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 083447/OO/2007/N2 held by Planning or

are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are all held by the Planning Division.

Equal Opportunities

The proposal will make the site and its development directly accessible to all members of the public, including those with mobility impairments.

Environmental Improvements

The proposal will bring a significant improvement to the appearance of this site and the area generally.

Employment Implications

The proposal will create jobs during construction, and on occupation approximately 647 jobs.

HEAD OF PLANNING