

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131240/FO/2021

Date registered valid: 19 August 2021

Proposal: Erection of six storey building comprising 16 no. residential dwellings and associated works, including boundary treatments.

Address: Vacant Plot North East Of The Vallance Centre, Brunswick Street, Manchester, M13 9XF,

Ward(s): Ardwick Ward

Applicant: Brunswick Living Ltd C/o Agent

Agent (if any): Mr Julian Austin Paul Butler Associates 31 Blackfriars Road, Salford, M3 7AQ

Case officer: Carl Glennon
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Recommendation: Approve

Date of recommendation: 10 February 2022

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Other

Date of site visit: 3 September 2021

Standard consultations:

Printed: 24 August 2021 Expired: 14 September 2021

Neighbour notifications

Printed: 26 August 2021 Expired: 16 September 2021

Site notice

Posted: 3 September 2021 Expired: 24 September 2021

Press advert

Published: 31 August 2021 Expired: 21 September 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The planning application site is located close to the major 'Apollo' roundabout formed by the intersection of Stockport Road, Ardwick Green South, Higher Ardwick, Hyde Road and Brunswick Street. The application site is cleared of buildings and is covered in unmaintained vegetation and is partially screened from the west side of Brunswick Street by close boarded fencing and a moving image advertising hoarding. The site has a rectangular configuration and is positioned between the Vallance Medical Centre and a petrol filling station and related retail unit (at the junction of Brunswick Street and Ardwick Green South). A light controlled pedestrian crossing is immediately adjacent to the site frontage to Brunswick Street.

Medlock Primary School is located beyond the northern site boundary. The surrounding comprises of a range of retail, commercial, community and entertainment uses, including the Apollo Theatre. Notwithstanding the above, a triangular shaped site directly opposite the site is being redeveloped for housing.



Fig.1 – Site notice and application site

The site benefits from the following lawfully implemented planning permission:

126651/JO/2020 - Variation of conditions 11 (drainage verification), 12 (waste management), 15 (acoustic insulation) and 16 (external equipment) attached to planning permission referenced 117726/JO/2017 to allow alterations to the timescales for submission of information
Approved 9 April 2021

(Original planning permission - 115475/FO/2017- Erection of five storey apartment building with basement comprising 16 no. residential dwellings with new front boundary treatment and associated works

Approved 26 July 2017 and amended by

117726/JO/2017 - Variation of condition 2 (Approved drawings) of planning permission: 115475/FO/2017 to allow revisions to the internal layout and elevations of a 5-storey residential block comprising 16 apartments)

Description of development



Fig.2 – Proposed building

The proposed flat roof apartment block would be positioned at the back of pavement to Brunswick Street, i.e., its southern boundary. The glazed entrance would be recessed to facilitate the formation of an integral canopy plinth above. The building would be offset from the eastern and western boundaries to facilitate access for servicing and maintenance of the ground level resident's garden area.

The have a rectangular configuration with a depth of 24 metres maintaining a minimum distance of 6.1 metres from the northern site boundary. The beyond involves the service area to the neighbouring petrol station and open space within the grounds of Medlock Primary School. It would have a width of 9.25 metres. The proposed building would comprise of 6 storeys to a height of 17.7 metres (rising to 19.2 metres including roof top plant room).

The ground floor of the apartment would comprise of centrally positioned entrance forming part of a sectional floor to ceiling glazed elevation set between blue brick columns and topped with a grey clad canopy aligned with the elevation above. The first to fifth floors would comprise of blue brick arranged in a lattice formation pair of 'floor to ceiling' windows relating to each apartment (3 windows in total). The outer windows would be partially enclosed by a glazed balustrade as

part of the formation of a Juliet balcony. A parapet would be formed to the roof to facilitate the formation of a garden areas and plant room.

The east and western (side) elevations would predominantly comprises of blue brickwork punctuated with three columns of rectangular windows with a vertical emphasis set with 'end on' brick detailing (from second floor upwards). The columns of windows would be separated by the vertical paring of oriel windows with non-obscured glazing directed northwards and southwards respectively. Service doors would be positioned at ground floor. The east elevation would incorporate building signage descending from eaves level.

The northern elevation would replicate the window and brickwork configuration of the southern elevation. The ground level would include floor to ceiling glazing and access doors to a private garden. Between first and fifth projecting balconies with railing balustrades would be formed to each apartment.

Internally, the development would comprise:

- i. Ground floor – A residents' lounge adjacent to the main entrance would lead into a circulation corridor providing access to one, 2-bed apartment, bike store and bin store, lift and stairway. An internal plant room would be formed with external access.
- ii. The internal layout would be replicated at first to fifth floor (inclusive) comprising two, 2-bed and one, 1-bed apartment accessed via a central corridor on each floor.
- iii. The lift and stairways (and related plant) would be situated of the roof providing access to a communal garden area and 12 photovoltaic panels.

Consultations & Notification Responses

Local residents – No comments received.

Councillor Bernard Priest – Object to the development on the basis that the it relates to a tightly constrained site located in close proximity a petrol filling station, medical centre and a major roundabout. The development has no dedicated car parking and access would be taken directly from the pavement. This will inevitably lead additional on-street car parking and traffic hazards when deliveries are made to the building. Any stopping of vehicles outside the building would disrupt the flow of vehicular movement and undermine the operation of a busy and congested roundabout. It is not apparent that the site could be appropriately serviced during the construction phase and here is no space within the site for material storage or the undertaking of deliveries.

Highway Services – The following comments are made with reference to the previous planning permission ref: 115475/FO/2017:

- i. It is acknowledged that the development would not be supported with on-site car parking and that the applicant has assessed alternative transportation options. In this sustainable location it is considered that access to public transport , walking routes , cycle storage and the provision of a financial contribution to a residents' car parking scheme would be appropriate.
- ii. Appropriate storage for 16 cycles would be provided within the building;
- iii. It is recommended that any boundary treatments achieve appropriate permeability;
- iv. The arrangements for the collection of waste and recycling needs to be clarified to ensure that undue harm is not caused to the operation of adjacent traffic regulation orders. The implementation of these arrangements should be related to site management plan.
- v. The development should be related to a residential travel plan;
- vi. The development should be related to a CMP.

Environmental Health – The following conditions are recommended to ensure:

- i. The development relates to the submitted CMP;
- ii. Control of glare from an external lighting;
- iii. Noise insulation of the building and related plant and equipment;
- iv. Confirmation of waste / recycling bin capacity and collection arrangements;
- v. Implementation of the development in accordance with the findings of the submitted air quality assessment;
- vi. The development is related to the previously approved land contamination remediation strategy with a further requirement for approval of a related verification and validation report.

Neighbourhood Team Leader (Arboriculture) – No objection as there are no trees of any amenity value on this site and given the proposed footprint of the building, tree planting within the site is not recommended

Flood Risk Management Team – Initially requested a FRA in response to the inclusion a small area of the site within Flood Zone 2. Following a review of the discharge of the drainage condition related to previous planning permission, it was acknowledged that appropriate drainage arrangements could be brought forward subject the provision of supplementary information. It was therefore recommended that conditions relating to the provision of a SUDS scheme and arrangements for its future maintenance should be included.

Greater Manchester Police Design for Security – Recommend that the development is undertaken in accordance with the recommendation and physical security measures set out in the submitted crime impact assessment.

United Utilities Water PLC – No objection subject to condition to secure appropriate drainage arrangements.

Environment Agency – Advise that the lead local flood authority be consulted to address potential issues relating to the flood risk and drainage. It is recommended that the foundation pilling condition, related to planning permission ref: 126651/JO/2020, be included should planning permission be granted.

Greater Manchester Ecology Unit – No objection but the following comments have been made:

- i. The site does not appear to provide suitable habitats for any protected species. Notwithstanding the above and informative is recommended to ensure that care is taken to avoid harm to bats during the construction period.
- ii. The submitted information confirms the satisfactory treatment and removal of Japanese Knotweed. Further related conditions and/or informative area not recommended
- iii. It is recommended that a condition be included to secure a contribution to biodiversity through a planting scheme, which could be related the proposed rooftop communal garden.

Issues

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in July 2021. It sets out the Government's planning policies for England and how these are expected to be applied. It provides a mechanism through 'which locally-prepared plans for housing and other development can be produced.' It states that 'at the heart of the Framework is a presumption in favour of sustainable development.' However, the Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. Furthermore, the statutory status of the development plan remains as the starting point for decision making. In 'decision-taking', this means that

development proposals that accord with the development plan should be approved without delay unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

The development has been previously assessed to determine its compliance with the NPPF and the following criteria are considered to be relevant to the proposed amendments and have been positively responded to for the specified reasons:

- i. Chapter 5 Delivering a sufficient supply of homes - The development continues to be appropriately related to the objectives of:
 - Significantly boosting the supply of homes;
 - Responding to local housing need, including the provision appropriate size, type and tenure of housing;
 - Providing affordable housing;
 - Delivering houses on brownfield sites;
 - Supporting the development of entry-level exception sites, suitable for first time buyers.
- ii. Chapter 8: Promoting healthy and safe communities - The following criteria continue to be positively responded to:
 - Contributing to the delivery of healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion. This has been achieved through the layout and design of the proposed development and the incorporation of measures to address issues of security and potential opportunities for criminal and anti-social behaviour.
- iii. Chapter 9: Promoting sustainable transport - The amendments would not affect the previously assessed generation of traffic and vehicular movement, which would continue to be capable of being accommodated within the local highway infrastructure. Satisfactory off-street car parking would also be achieved in-curtilage cycle storage being provided to promote more sustainable transportation options.
- iv. Chapter 11: Making effective use of land - The development would continue to positively contribute to the re-use of previously developed land and securing housing with a high quality of urban design. It is also considered that the development would be appropriately related to the scale, proportions and character of development in the surrounding area.
- v. Chapter 12: Achieving well-designed places - The revised layout maintains its appropriate relationship to the surrounding context and neighbourhood character. The design of the development has not been significantly affected by the revisions to the development.
- vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change – The submitted details and characteristics of the development has been assessed. This has been informed by the related conditions attached to previous planning permission, which give confidence that the development can be related to an appropriate drainage scheme. It is considered that additional requirements for the provision of sustainable drainage and its management can be addressed through condition. The design of the proposed building has been related to a revised environmental assessment, which indicates that the proposed apartments would deliver a strong environmental performance.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The NPPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to

be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. The development accords with the following aspects of the PPG:

- i. Consultation and pre-decision matters - The PPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application. All necessary local consultation has been undertaken along the posting of site notices and press advertisement;
- ii. Design - Good quality design is an integral part of sustainable development. It is considered that the development presents a contemporary building with a configuration that balances the functional requirements of the proposed mix of uses within a coherent and cohesive design. The above objectives would thereby be accorded with.
- iii. Flood Risk Planning and Flood Risk - The potential for increase flood risk has been appropriately assessed within the context of an extant planning permission and necessary conditions attached to secure satisfactory drainage.
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. In this case the development would provide a high quality of design that would positively benefit the appearance of the area.
- v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. Consideration should be given to the likelihood that the development would:
 - a. Significantly affect traffic in the immediate vicinity of the proposed development site or further afield;
 - b. Introduce new point sources of air pollution;
 - c. Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality;
 - d. Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations;
 - e. Affect biodiversity.

It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact. An air quality assessment has been provided, which demonstrates that the development would not unduly affect existing air quality during its construction or operational phase.

- vi. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. The application has been accompanied with a ground condition surveys, informed by details assessed and considered appropriate as part of previous planning permissions. There is sufficient assurance that land contamination issues can be addressed through condition.
- vii. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development. The development has been accompanied with an acoustic report and it is considered that identified noise impacts can be

attenuated through the detailed design of the development and related to the development by condition.

viii. Travel plans and traffic / transport assessments - The PPG has been considered in respect of the traffic and highways issues presented by the development and potential measures to secure a reduction in reliance on private car usage. The provision of cycle storage, delivery of a residential travel plan and details of the s.106 agreement would satisfactorily reduce reliance on private car usage.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development. A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 specifies the Core Development Principles for parts of the City. In this case the relevant principles relate to the extent to which the development:

- a. Makes a positive contribution to neighbourhoods of choice including the creation of well designed places that enhance or create character; making a positive contribution to the health, safety and well-being of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income and to protect and enhance the built and natural environment;
- b. Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible;
- c. Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

It is considered that the proposed development would contribute positively to the formation of a sustainable community, which would be beneficial to the quality of the living environment experienced by existing and future residents. This would be achieved through the development of a high quality and sustainable design that would respond to the on-going need for housing in the local area and add vibrancy to its character. The sufficient information has been submitted to allow the assessment of the impact of the development in the local environment, which can be managed at construction and operational phase by condition. Policy SP1 would thereby be positively responded to.

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN 1 states that opportunities for good design to enhance the overall image of the City should be fully realised to reinforce and enhance the local character and context of the development site. In this case, it is considered that the composition of the development would be appropriately related to the context of the site including, emerging development on Polygon Street and neighbouring buildings. The development would be given coherence through the selected palette of materials. The solidity of the building would be relieved through the incorporation of glazing. Proposed window design to the side elevation would ensure that the

development potential of neighbouring sites would not be compromised. It is therefore considered that policy EN1 would be accorded with.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 has been related to the assessment of the submitted statement detailing measures to reduce CO2 emissions and to secure energy efficiency. The development has been related to 'fabric-led' design approach that would accord with the principles of the energy hierarchy in line within policy EN 4, which is considered that, due to the proposed high quality of energy efficient design, the development would deliver effective measures to reduce carbon emissions that respond to the physical constraints of the site and magnitude of development. On this basis, policy EN4 would be accorded with.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rainwater permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN8 has been related to the proposed sustainable design of the proposed apartments and the delivery of an appropriate drainage management. As stated, the development has been related to a satisfactory environmental statement that demonstrates measures to reduce carbon emissions. Opportunities for landscaping and biodiversity enhancement would be realised as part of the development. Policy EN8 would thereby be complied with.

Policy EN 10 (Safeguarding Open Space, Sport and Recreation Facilities)

Policy EN10 states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. The principle and development the application site was established by extant planning permission ref: 117411/FO/2017, following an assessment of existing open and recreational space, which remains in place. As stated, the site boundaries have been enclosed by fencing and there is no evidence of its use for recreation or play. The development would not, therefore, impact on local provision and policy EN10 would thereby be complied with.

Policy EN 14 (Flood Risk)

Policy EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding. The submitted details and characteristics of the development have been assessed. This has been informed by the related conditions attached to previous planning permission, which give confidence that the development can be related to an appropriate drainage scheme. It is considered that additional requirements for the provision of sustainable drainage and its management can be addressed through condition. On this basis, it is considered that appropriate drainage arrangements can be delivered and additional risk of flooding can be managed in compliance with risk of flooding in compliance with policy EN14.

Policy EN15 (Biodiversity and Geological Conservation)

Policy EN15 states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Policy EN15 has been related to the assessment of the ecological evaluation of the site and the details of the ecology report and its finding are related to the development by condition. .

Policy EN 16 (Air Quality)

An air quality assessment has been submitted and assessed. It is accepted that impacts on air quality would be mainly related to the construction stage. Impacts during the operational stage would be limited as the development has been designed and condition to facilitate its operation without reliance on private car usage. The development would secure further reduction in the impact on air quality through the measures to be implemented through the submitted environmental standards statement. It is considered that these measures would help to maintain future localised air quality pursuant to policy EN16.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be accompanied by a health risk assessment. The applicant has re-submitted the previously submitted remediation strategy that is related to the development by condition, This condition also includes a requirement for a verification and validation statement to ensure the appropriate undertaking of contaminated land remediation.

Policy EN19 (Waste)

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. The sustainable waste management needs of the end user will be met.

Policy EN19 has been related to the proposed waste management arrangements, which are capable of securing appropriate segregated storage arrangements. A condition has been included to ensure that details of waste collection are agreed and implemented as part of the development. On this basis policy EN19 would be complied with.

Policy H1 (Overall Housing Provision)

Policy H1 relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The proposed development responds positively to policy H1 by:

- i. Contributing to the creation of mixed communities by providing house (apartment) types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Supporting growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Ensuring that the design and density of development contributes to the character of the local area;
- iv. Making appropriate provision for parking cars and appropriate levels of sound insulation;

- v. Being designed to give privacy to both its residents and neighbours.

It is considered that the development would be positively related to the quality and supply of the housing stock in the local area and would thereby accord with policy H1.

Policy H 5 (Central Manchester)

States that Central Manchester, over the lifetime of the Core Strategy, will accommodate around 14% of new residential development. It is considered that the development will contribute towards this objective.

Policy H 8 (Affordable Housing)

Policy H8 sets the requirements for affordable housing or an equivalent financial contribution. It is relevant in this case as development would exceed the 15 or more threshold for affordable housing provision. Policy H8 requires that developers use a 20 % target for the incorporation of affordable housing. As stated, it has been demonstrated that a direct affordable housing contribution would not be viable in his case However, The development would be related to a s.106 Agreement that will require a future contribute toward affordable housing should the performance of the development deliver sufficient added value following its implementation. It is considered that this approach would secure compliance with policy H8.

Policy H11 (Houses in Multiple Occupation)

Policy H11 has been related to a condition to ensure that the proposed apartments are maintained as single occupancy accommodation and to prevent future occupation as small-scale homes in multiple occupation (Class C4) but retained as Class C3 accommodation. This accords with the requirement of policy H11, which aims to secure a sustainable supply of family housing and maintaining an appropriate mix housing type and tenure.

Policy T1 (Sustainable transport)

Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case, the development would be supported 16 cycles for use by residents. This provision is acceptable in such a sustainable location. This provision would be supplemented with travel plans to be related to the residential and Class E uses and delivered by conditions. The absence of car parking provision would also be offset by a financial contribution delivered through a s196 agreement relating to a residents' car parking scheme. On this basis, it is considered that the development responds positively to policy T1.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. The sustainable location of the application site, in terms of access to public transport and proximity to services within local centres would ensure that the development would be suitably related to the specified objectives of policy T2.

Policy DM1 (Development Management)

Policy DM1 states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. Relevant considerations in this case are:

- a. Appropriate siting, layout, scale, form, massing, materials and detail;
- b. Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development to ensure that development has regard to the character of the surrounding area;
- c. Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- d. Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- e. Community safety and crime prevention;
- f. Design for health;
- g. Adequacy of internal accommodation and external amenity space;
- h. Refuse storage and collection.

It is considered that the above assessment demonstrates how the development would accord with policy DM1 points a - h (inclusively). It is considered that the impact of the development on residential amenity would be suitably mitigated and managed through the details of the application and related conditions. Policy DM1 would therefore be accorded with.

Unitary Development Plan (Saved UDP) Policies -The following Unitary Development Plan saved policies are relevant to the assessment of the development:

Part 2

Policy DC7 (New Housing Development)

Policy DC7.1 states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. Policy DC7 also requires that a satisfactory quality of development is achieved. In this case the layout of the proposed apartments and the quality of design would accord with residential quality guidance. It is also considered that satisfactory access for people with disabilities would be achieved and policy DC7.1 would thereby be complied with.

Policy DC26 (Development and noise)

The following elements of policy DC26 are considered to be relevant:

Policy DC26.1 has been related to the proposals contribution to the local noise environment and how existing noise sources, including noise from neighbouring industrial / commercial uses, may impact on the proposed housing.

Policy DC26.4 requires that where an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate potentially unacceptable levels of noise, consideration is given to measures to deal with it satisfactorily. This is particularly relevant given the potential noise generated along Stockport Road and by the nearby railway line.

Policy DC26.5 has been related to the assessment of the development, in terms of measures to minimise the impact of noise on future residents, including the incorporation of noise insulation.

The development has been accompanied with noise survey that indicates that the detailed design would secure appropriate attenuation from noise relating to the surrounding environment, traffic and between the proposed uses. It is considered that issues relating to noise attenuation can be addressed by condition to secure accordance with policy DC26.

Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance - The Guide aims to support and enhance the on-going shaping of the City by providing a set of reasoned principles which will guide developers, designers and residents to the sort of development we all want to see in Manchester.

The following paragraphs are of relevance:

- i. Section 2 Design - Discusses the importance of the design of new development in relation to surrounding neighbourhoods and the character of its streets, in terms of its layout, design, scale, massing and orientation of its buildings to achieve a unified urban form to enliven the neighbourhood and its sustainability. It is considered that these design principles have been incorporated into the development, would uplift the quality of local urban form and relate appropriately to the constraints of the site and its context. An appropriate density of development would be achieved.
- ii. Section 3 Accessibility - The development achieves satisfactory arrangements for inclusive access to the apartments, including level access to external door thresholds, doorways, internal circulation space and lift to upper floors.
- iii. Section 4 Environmental Standards - Identifies the need to ensure that development is environmentally sustainable and designed to reduce carbon emissions. In response the development has been related to an environmental standards statement that demonstrates that the above objective would be accorded with. The development would also be supported with appropriate arrangements for the storage of segregated waste and recycling.
- iv. Section 7 Housing Density and Mix - States that the composition of the residential development has been assessed to determine if the development positively contributes to the range of housing choices and assists the sustainability of these neighbourhoods. It is considered that the development responds positively to these objectives through its contribution to the quality and a diversity in housing supply.
- v. Section 8 Community Safety and Crime Prevention - Relates the importance of creating safe environments through the incorporation of informal surveillance and crime prevention measures as an integral part of new development. These objectives have been related to the assessment of the proposed design and layout and the measures to be implemented to secure accordance with the CIS.

Providing for Housing Choice Supplementary Planning Document (SPD) and Planning Guidance (adopted 2nd September 2008) - This document provides planning guidance about the mix of new housing provision required in Manchester to meet the requirements of the City's planning policies and government guidance about planning policies for housing provision. The City Council is committed to establishing a strategy for affordable housing provision in Manchester. It is important that everyone living in Manchester has the opportunity of a decent, affordable and accessible home and that the range of available housing both supports the City's economic growth and develops and sustains neighbourhoods, attracting families and workers.

In this case, the proposed development would exceed the 15 unit threshold for the provision of affordable housing. In this case the applicant has indicated that the proposed apartment would be sold on the open market. As previously discussed, an exception for an affordable

housing contribution has been demonstrated, However, arrangements will be put in place for the future re-appraisal of the financial performance of the development to determine the appropriateness of a future affordable housing contribution are been set out in this report. In these circumstances it is consider that the above guidance would be accorded with.

Manchester Residential Quality Guidance (MRQG) - Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live. The guidance is therefore relevant to all stages of the development process, including construction and operational management. It is considered that the proposed apartment layout would achieve and, in some instances, exceed the criteria for internal space as set out in the guidance. The quality of the design and layout and space within the development would positively contribute to the character of the local area, encourage sustained long term occupation and thereby secure compliance with the MRQG.

Manchester's Great Outdoors - A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25) adopted July 2015 - The strategy sets out a framework to guide the maintenance of and access to green space and blue space, i.e. waterways, canals and rivers etc., within the city. The strategy builds on the investment to date in the city's green infrastructure (GI) and the understanding of its importance in helping to create a successful city. In this case, the principle of redeveloping the site has been established through extent planning permission ref: 117411/FO/2017. Notwithstanding the above, it is not considered the development would undermine existing open space provision as the use of the site for recreational purposes does not appear to have been historically established. It is not considered that the development would undermine to the objectives of the above strategy.

Positive and proactive engagement with the applicant - An amendment to the DMO, which came into effect on 1st December 2012, requires every decision notice relating to planning permission and reserved matters application to include an explanation as to how the local planning authority have worked with the applicant in a positive and proactive manner based on seeking solutions to problems which arise during the determination of the planning application.

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in discussions to secure the submission of additional details relating to the viability of affordable housing provision, arrangements for construction management and site servicing, including the collection of waste and recycling. On the basis of the submitted and supplementary details, it is considered that sufficient information has been made available to allow the development to be satisfactorily assessed.

Principle of the development – The principle of the development has been established through the referenced previous planning permission. The principle changes relate the increased height of the building and its architectural expression and composition. In other respects, the development continues to be appropriately related to its context, including its relationship to the streetscene and neighbouring properties. Its considered that the conditions discharged in relation to the previous planning permission given high degree of certainty that the development, in its amended form, can be appropriately delivered. The proposed conditions would also ensure that the operational phase of the development can be appropriately managed.

Objection – In response to the concern of Councillor Priest, discussions have been undertaken with the applicant and the following has been confirmed:

i. Waste Management - Details have been submitted that would involve the presentation of bins outside the building utilising the widest part of the pavement to minimise disruption to pedestrians. The details indicate how bins could be transferred from the collection point to the refuse vehicle, without it parking on the zig-zag lines and / or the pedestrian crossing. It is proposed that a condition be included to secure the agreement of final details in consultation with Highways. The condition would also require the approval of details relating to the presentation and return of bins to storage areas following collection.

ii. Construction Management - The development would be implemented in accordance with the previously approved construction management plan, which is detailed in the attached drawing and supplemented with a written statement. These details include:

a. Confirmation of the maintenance of a 2 metre wide pedestrian route adjacent to Brunswick Street during construction.

b. Arrangement to secure contractor car parking on the Selco site.

c. The undertaking of approximately 6 articulated deliveries each day, which would take place via the Vallance Centre car park between:

Monday to Friday: 7.30 am - 8.00 am;

Saturday: 8.30 am - 2.00 pm.

d. It is anticipated that construction work would take place over a 52 week period between the hours of:

Monday to Friday: 7.30 am – 6.00 pm;

Saturday: 8.30 am – 2.00 pm;

Sunday and Bank Holidays: No work.

The above details would be related to the development by condition. The applicant has requested that the condition has the potential to review of the detail of the construction management plan in response to arising operational issues. This could potentially include issues relating to the operation of the highway and pedestrian movement.

Councillor Priest has been advised of the above and no further comments have been received.

Exemption from a contribution towards affordable housing – The capacity of the development to support a contribution towards the delivery of affordable housing is set out in more detail below.

Policy H8 requires that development should contribute to the City-wide target that 20% of new housing is affordable. A provision of 20% is thereby applied used as a starting point for calculating affordable housing and homes should be available for social or affordable rent or affordable home ownership. If this is not provided on site, an equivalent financial contribution should be made to off-site provision. The level of required affordable housing should reflect the type and size of the development and take into consideration factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives. Should a viability assessment demonstrate that a scheme cannot deliver affordable housing, the applicant may request an exemption from providing affordable housing or provide a lower proportion, a variation in the mix of affordable housing or a lower commuted sum. Examples of these circumstances are set out in part 4 of the Policy H8.

The application proposes 16 apartments for sale on the open market. The proposal would regenerate a brownfield site with active street frontages. A high quality of development would be achieved in relation to its design, appearance and compliance with the Manchester Residential Quality Guidance.

An independent assessment of the submitted viability report indicates that an 18 - 20% profit margin is likely to be achieved. However, a £10,000 contribution towards an off-site residents' car parking scheme would also be related to the development as part of a s.106 Agreement and has been taken into consideration. In making the above assessment, reference has been made to the following costs associated with the delivery of the development:

- A site value of £ 90,000;
- Construction costs of £ 2,151,153;
- Total costs at £ 2,976,638

The independent assessment concludes that the applicants' estimated achieved sales values would be optimistic. A further contribution towards an affordable housing in addition to the £10,000 s.106 residents' car parking scheme contribution would result in a residual land value lower than the assessed baseline land value. However, it is recommended that a review mechanism is put in place to review the proposed development once 75% of the units are completed so the actual costs and sales values can be assessed to establish if additional Section 106 contributions can be provided (towards an affordable housing contribution).

The applicant has agreed to enter into a s.106 agreement to facilitate a reconciliation appraisal to be related to the actual performance of the development to determine if the accrued added value that would facilitate a contribution towards affordable housing. These arrangements are now attached to all permissions where developers seek exemption to 20% affordable homes requirement through financial viability. On this basis, it is considered that policy H8 would be accorded with.

Section 106 Agreement – In addition to the financial reconciliation arrangements outlined above the, the applicant has also agreed the reinstatement of a previous financial contribution relating to off-site traffic management measures, to be delivered through a s.106 Agreement and including:

- i. A contribution of £10,000 for the purpose of all or any of the cost relating to the Residents Parking Scheme of:
 - a. Implementing a traffic regulation order;
 - b. Putting in place associated signs and highway lining;
 - c. Administration and for the purpose of any costs and expenses in connection with or incidental to the same.

Future use of the development - A condition has been included for purposes of clarity and to confirm that the authorised development relates to the formation of 16 residential apartments (Class C3) and ground floor lounge area for use by residents and visitors only as shown on the approved drawings.

Height, scale and massing – The principle of height within the application site and the characteristic proportions of the building have been established through previous planning permission. The height, scale and proportions of the overall design have been informed by the characteristics of built form in the surrounding area and would thereby be a coherent addition to the streetscene. It is not considered that the addition of a sixth floor would significantly affect the relationship of the development to its context. The development would increase the height of the building from 13.8 metres to 17.7 metres, which is considered to be a proportionate increase. The height of the proposal gives visual interest within the streetscape and responds to the proportion of the Polygon Street residential development without overwhelming the Vallance Centre. Give the low-rise and open nature of the neighbouring petrol filling station it is considered that the height and scale of the building would give definition and coherence to the approach to the major junction with Ardwick Green South. The bulk and massing the proposed

apartment block is relieved by its elevational detailing. On balance it is considered the development responds to established height and proportions of neighbouring built form.

Siting and streetscene - The proposed building has been appropriately related to the building line formed by the Vallance Centre to Brunswick Street. The composition of the development, including the siting of proposed building, is an urban design response. The applicant has clearly indicated measures to secure the remaining rear amenity areas of the site with low walls and railings (although a condition has been recommended to ensure that the precise specification of the fencing is approved and implemented as part of the development). The formation of a ground floor residents' lounge neatly addresses the often problematic formation of an active use adjacent to the back of footpath. Rear windows would predominantly look towards the service areas of the neighbouring petrol station and Vallance Centre. A minimum distance of 31.2 metres would be maintained the boundary with Medlock Primary School. The main play areas are situated on the north western side of the school and therefore would not be unduly overlooked by the development. Nor would the development be excessively affected by or noise disturbance from the school. The recessing of the front doorways and positioning of frontage railings would effectively define public and private space.

Design – It is considered that the additional height to the building would allow the formation a more proportionate and symmetrical configuration of the principal elevation. The inclusion of the floor to ceiling windows relieves the solidity of the building presents with the front and rear elevations. The vertical emphasis of the building presented to Brunswick Street and the maintenance of the spaces adjacent to the western and eastern elevations allows the building to be appropriately related to the narrow constraints of the site. The inclusion of balconies to the rear elevation relieves the vertical emphasis to the building and aids the formation of a private amenity space apartments from the busy street frontage. The use of a flat roof is design characteristic that is found within the existing neighbouring built form and is considered to be appropriate. A condition has been included to ensure that, before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved. This condition would secure an appropriate relationship to the streetscene and local context.

Boundary treatment – The principal elevation of the development has been related to the back of to provide an active street frontage a condition has been included to ensure the approval of gates and walls / fences to secure the side access to the build and the private garden area. It is considered that these measures will appropriately secure the site and safeguard residential amenity.

Residential amenity - In assessing residential amenity, the provision of related usable space has related to the urban context of the site. With this in mind amenity space has been provided with the composition of the building in terms of roof gardens and balconies, which is considered to be a manageable and appropriate design response. It is also considered that the quality of the proposed accommodation would benefit residential amenity. The open aspect of the school grounds would enhance the setting of the building without unduly overlooking the neighbouring school, which is further separated by the service areas to the adjacent petrol filling station. Measures to safeguard against undue noise disturbance are capable of being addressed by the condition discussed within this report. It is therefore considered that appropriate safeguards to residential amenity would be delivered through the development.

Quality of internal space – The applicant has confirmed that the development would meet or exceed the residential spaces criteria set out in the submitted accommodation schedule (which is related to the development by condition).

Accessibility – The development would secure level access to the building and private abate garden areas. Appropriate circulation space would be provided and a lift would provide access to all floors including the roof top garden. Access issues have therefore been appropriately addressed.

Carbon reduction – The applicant has submitted an Environmental Assessment that relates the development to a fabric first design approach, including U-values, air permeability and ventilation targets all aspiring to Passive House design standards. The development would thereby significantly exceed Building Regulations Part L 2013 standards. This approach demonstrates a holistic low energy design concept, involving very low limiting values and thus led to high-energy performance targets and being defined as a low carbon development. This document demonstrated that appropriate sustainable design would be achieved and has been related to the development by condition.

Car parking and highways issues – The development site is located in a highly sustainable location, i.e., it is located close to major bus routes to and from the city centre. It is also within reasonable walking distance to the city centre and other facilities and employment sites. The development would also be supported with 100 % cycle storage provision parking provision, which would facilitate the delivery of a residential travel plan. The development would be related to s106 Agreement to provide a contribution toward a residents car parking scheme to offset the absence of car parking as part of the development. However, given the characteristics of the area it is highly likely that future residents would choose not to own cars. Highways are supportive of the proposals but issues of servicing will need to be revisited as part of the finalisation of the details for waste collection. On balance, it is considered that the development would not depart from the previously approved development.

Residential Travel Plan – A condition has been included to secure the on-going implementation and monitoring of residential travel plan.

Cycle storage – The development would be supported with 16 cycle spaces within a secure storage room. This arrangement is considered to be acceptable and condition to the development.

Off-site highways works - A condition has been included to ensure that all necessary works to the adjacent highways that are related to the development are undertaken prior to the occupation of the development.

Noise insulation – Conditions have been included to ensure that the building and any related plant and equipment is appropriately insulated against noise.

Air quality – The site is partially located within the Greater Manchester Air Quality Management Area. Given the location and magnitude of the development. It has been related to an air quality assessment that sets out the potential and indirect impacts arising from the construction and operation of the development and identifies mitigation measures to maintain air quality. An assessment of the construction phase assessment has been related to IAQM guidance and concluded that dust emission during construction would not be significant. However, as a precautionary measure, a dust management plan has been proposed for the duration of this phase of development. This would be delivered through the construction management plan. Impacts during the operational stage would be limited as the development has been designed and condition to facilitate its operation without reliance on private car usage. The development would secure further reduction in the impact on air quality through the measures to be implemented through the submitted environmental standards statement. A further reduction in associated vehicle emission would also be achieved through the implementation of a travel plan and the provision of 16 cycle storage spaces.

Waste management – The capacity and design of waste storage areas have been informed by previous planning permission and related measures consider to be acceptable subject to appropriate ventilation (these details are conditioned). The applicant has demonstrated measures to secure the appropriate arrangements for bin collection without undue harm to the operation of the highways or impact upon existing traffic regulation order. The submitted indicative details give sufficient assurance that appropriate arrangements can be finalised and implemented through a condition. The on-going implementation of these details would be secured through a site management condition.

TV reception survey – A TV reception assessment have been submitted that concludes the proposed development would not cause disruption to the existing quality of television or radio reception. Furthermore, no interference is expected that would require mitigation measures to restore the reception of any broadcast service. A condition have been recommended that relates the development to the above findings and requires that, if required, measures shall be identified and suitably implemented to ensure that at least the pre-existing level and quality of signal reception shall be maintained.

Broadband connectivity – A broadband connectivity assessment has been submitted that indicates

- i. External and internal fibre to the property cabling will be provided in line with the Government Guidelines for Data Ducting Infrastructure for New Homes.
- ii. External Infrastructure Fibre cabling would be brought into the development via underground ducting and into the building terminating at the data cabinet within the plant room.
- lii. Internal Infrastructure Fibre is run internally via cable tray and GPON fibre direct to the Utility room of each dwelling. The fibre to the property broadband/data and VOIP telephony installations shall be provided to all dwellings as part of the Main Electrical Contracts scope of work.

These arrangements give assurance regarding the appropriate delivery of broadband connectivity. The specified measure have been related to the development by condition.

Land conditions – The applicant has re-submitted the previously submitted remediation scheme. The development has been conditioned in accordance with these details with a further requirement for the submission of a verification and validation report to complete the discharge of the contaminated land condition.

Drainage and flood risk – The previously permitted development was assessed and determined without a flood risk assessment and the related pre-commencement drainage condition discharged. Planning permission ref: 126651/JO/2020 has been lawfully implemented can be brought forward to completion of n the basis of the authorised drainage scheme. It is acknowledged that an small section of the site relating to external areas is located in Flood Zone 2. However, given the previously above drainage scheme it is considered that the approved details are capable of being amend in responses to the revised proposal. To secure appropriate supplements to the submitted details the previously attached condition relating drainage details has been re-attached. A condition to ensure that delivery of a SUDs scheme has also been applied.

Construction management plan (CMP) – The development has been related to a CMP condition based on submitted details. The applicant has confirmed that the nearby Selco builders merchants would only be used for contractor car parking. Deliveries would be made directly to the site thereby removing the need for an off-site compound. The condition includes a caveat

that would allow the detail of the condition to be revisited should issues emerge regarding its implementation particularly with regard to pedestrian and vehicular movement.

Japanese knotweed – The applicant has satisfactorily demonstrated that Japanese knotweed has been treated and removed. No further conditions or informative are therefore required.

Bio diversity – The site has no apparent ecological value. The development is condition to ensure that the delivery of the following recommendation so the submitted ecology report :

- i. Soft landscaping including the provision of native and non-native flowering perennial species, to provide a pollen and nectar source for invertebrates;
- ii. Bird and bat boxes;
- iii. Tree planting of native species where practically possible

The measure could be applied to the private garden area and rooftop garden.

Conclusion – The development remains appropriately related to the surrounding context and its delivery would secure a scheme of high design quality and a contribution to local housing provision.

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 local planning authority 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 Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing 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 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. She believes that any restriction on these rights posed by the recommendation given 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.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this case officers and the applicants (through their appointed representatives) engaged in discussions to secure the submission of additional details relating to the viability of affordable housing provision, arrangements for construction management and site servicing, including the collection of waste and recycling. On the basis of the submitted and supplementary details, it is considered that sufficient information has been made available to allow the development to be satisfactorily assessed.

Condition(s) to be attached to decision for approval

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

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents stamped as received by the City Council on 2 August 2021, 19 August 2021 and 25 November 2021:

Planning application forms

Proposed apartment schedule A1324(02)000 Rev E

Location plan (with a red edge) A1324(01)001

Existing Topo plan A1324(01)001

Proposed site plan A1324(02) 001 Rev F

Proposed ground floor plan A1324(02) 002 Rev F

Proposed first and second floor plans A1324(02) 003 Rev F

Proposed Third and fourth floor plans A1324(02) 004 Rev F

Proposed Fifth and roof floor plans A1324(02) 005 Rev F

Proposed South elevation A1324(02) 006 Rev F

Proposed East elevation A1324(02) 007 Rev F

Proposed West elevation A1324(02) 008 Rev F

Proposed North elevation A1324(02) 009 Rev F

Proposed Street view A1324(02) 010 Rev F

Proposed 3D view A1324(02) 011 Rev F

Proposed Section A1324(02) 013 Rev F

Design & Access Statement : New Brunswick Apartments, Brunswick Street dated June 2021 by Create It Studios

Planning Statement – Brunswick Street Ardwick By Paul Butler associates dated 29 July 2021

Letters from Generation Ltd dated 24 November 2021 and Japanese Knotweed Solutions dated 10 November 2021 confirming Japanese Knotweed treatment and removal

Brunswick Living Ltd New Brunswick, Brunswick Street Ardwick Viability Assessment dated August 2021 and Appendix A – Letter from Rock & Solid Ref: 40/01 New Brunswick – 16 Apartments dated 9 July 2021.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

3) Before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved materials, which shall remain in situ thereafter.

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, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

4) Before the commencement of above ground constructions works, as scheme shall be submitted to and approved in writing by the City Council as local planning authority detailing the siting, materials and specification of walls and/ or fences to the perimeter of the boundaries, including those securing the residents rear garden areas. The development shall be fully

undertaken in accordance with the approved details, which shall be maintained in situ thereafter.

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, as specified in policies SP1 and DM1 of the Core Strategy for the City of Manchester.

5) The planning permission hereby granted relates to the formation of 16 residential apartments (Class C3) and ground floor lounge area for use by residents and visitors only as shown on the approved drawings.

Reason - For the avoidance of doubt and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

6) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015 (as amended), The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020 or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

7) a) The authorised development shall be fully implemented in accordance with the following documents:

- i. Phase I Site Assessment, Brunswick Street, Manchester, M13 9SU, by REC Reference: 102867P1R0. December 2016
- ii. Phase II Site Assessment, Brunswick Street, Manchester, M13 9SU, by REC Reference: LA102867P2R1. September 2017
- iii. Drawing referenced: Renaissance comments on remediation strategy for Brunswick Street Development Drg. No. SK201006 received 7 October 2020.

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

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, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is 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, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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 policies DM1 and EN18 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

8) The authorised development shall be fully implemented in accordance with the details of the following document and drawings, which shall remain in place throughout the related phases of construction work:

- i. Brunswick Court, Manchester Construction Method Statement by received 26 January 2022;
- ii. Drawing ref: LCC20.1 POTC LUFFING Crane location plan received 23 September 2021;
- iii. Crane specifications Ref: Luffing Crane Modular Jib LCL 20.1 received 23 September 2021;
- iv. Drawing ref: Brunswick Gate House Site logistics plan dated July 2020 and received 23 September 2021 (as amended by drawings referenced 2732-01-D01 Rev A);
- v. Drawing ref: Site pedestrian and parking route Dwg No A239_T_030A and received 23 September 2020.

Any alternative strategy shall be submitted to and approved in writing by the City Council as local planning authority prior to above ground works commencing and implemented thereafter in accordance with the agreed details.

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester, policy DC26 of the Saved Unitary Development Plan and guidance contained within the National Planning Policy Framework.

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

Reason - To secure proper drainage and the management of the risk of flooding and pollution pursuant to ensure there are no unacceptable discharges to ground or surface waters pursuant to policies SP1 and EN16 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) Before the commencement of the authorised development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority to demonstrate accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards. The development shall be undertaken in accordance with any related and agreed construction works, which shall be fully implemented prior to the occupation of the authorised residential units and maintained in situ thereafter.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

11) Prior to first occupation of the development, a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to and approved in writing by the City Council as local planning authority. The scheme shall thereafter be managed and maintained in accordance with the approved details, which shall include:

- i. Verification report providing photographic evidence of construction as per design drawings;
- ii. As built construction drawings if different from design construction drawings;
- iii. Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

12) Prior to first occupation of the development, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority, including details of the bin storage with capacities set out in drawing ref: Proposed ground floor plan A1324(02) 002 Rev F and confirmation of measures to ensure the implementation of natural ventilation to the proposed bin store. 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 policies SP1, EN19 and DM1 of Core Strategy for the City of Manchester.

13) Before the first occupation of the authorised apartments, a residential management plan shall be submitted to and approved in writing by the City Council as local planning authority relating to the identification of collection vehicle pick points and arrangements for presenting waste and recycling containers / bins to designated collection points and their same day return to the identified bin storage area (as shown on drawing ref: Proposed ground floor plan A1324(02) 002 Rev F). The approved scheme shall be fully implemented upon first occupation of the authorised apartments and remain in place at all times thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

14) The authorised building shall be acoustically insulated and treated to limit the break out of noise from the residents' lounge 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. The scheme shall be implemented in full before the occupation of the development and maintained in situ thereafter.

Reason - To safeguard the amenities of the occupiers of the building and nearby properties, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and Unitary Development Plan saved policy DC26.

15) Before the commencement of above ground construction works, a scheme for acoustically insulating the proposed residential accommodation, against noise from nearby busy roads and other significant sources of noise shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise

which require consideration on or near the site, including any local commercial/industrial premises. The approved noise insulation scheme shall be fully implemented before the occupation of authorised residential units dwelling units are occupied.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and Unitary Development Plan saved policy DC26.

16) Before the commencement of above ground construction works, the scheme shall be 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 from any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated. Any externally mounted equipment installed as part of the authorised development shall be installed in accordance with the specifications of the agreed and subsequently maintained in situ.

Reason - To safeguard residential amenity by minimising the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, H1 and DM1 of the Core Strategy for the City of Manchester and Unitary Development Plan saved policy DC26.

17) If any external lighting relating to the authorised apartment block and / or its car parking area, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties; within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

18) Before the first occupation of the authorised development, full details and specification of all off-site highways works, including footpath reinstatement to Brunswick Street together with a timescale for their implementation shall be submitted to the City Council as local planning authority. The required works shall be fully implemented prior to the first occupation of any part of the development.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

19) The authorised development shall be fully implemented and building subsequently maintained in accordance with document referenced: Air Quality Assessment Brunswick Street Manchester Ref: 1692r1 by Redmore Environmental and attached to email from Paul Butler Associates 25 May 2017.

Reason - In the interests of residential amenity pursuant to policies SP1, EN16 and DM1 for the City of Manchester.

20) Before first occupation all external bathroom and / or WC windows to the authorised apartments shall be obscure glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and shall remain so in perpetuity.

Reason - To protect the amenity and living conditions of adjacent residential property from overlooking or perceived overlooking and in accordance with policies SP1 and DM1 of the Core Strategy for the City of Manchester.

21) The proposed development shall be designed and constructed in accordance with the recommendations contained within section 3.3 of the submitted Crime Impact Statement dated (Version A: 14/04/2021 Reference: 2016/1003/CIS/02) and the physical security specifications listed within section 4 of the appendices within the same Crime Impact Statement. The development shall only be carried out in accordance with these approved details and occupation or use shall not commence until the Council as local planning authority has acknowledged, in writing, that it has received written confirmation of a secured by design accreditation.

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

22) The development shall be undertaken in accordance with a Residential Travel Plan, which includes:

- i. The measures proposed to be taken to reduce dependency on the private car by those living or visiting the development;
- ii. A commitment to surveying the travel patterns of residents during the first three months of use of the development and thereafter from time to time;
- iii. Mechanisms for the implementation of the measures to reduce dependency on the private car;
- iv. Measures for the delivery of specified travel plan services;
- v. Measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Residential Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved in writing by the City Council as local planning authority. Any Residential Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework.

23) No removal of or works to any trees or shrubs works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st July inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared or works start and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted and approved in writing by the local planning authority before undertaking agreed works.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended in order to comply with policy EN15 of the Core Strategy for the City of Manchester.

24) The development shall be implemented in accordance with the measure for the treatment and removal of Japanese Knotweed as specified in letters from Generation Ltd dated 24 November 2021 and Japanese Knotweed Solutions dated 10 November 2021.

Reason - To prevent the spread of Japanese Knotweed which has been found on part of the site and in the interests of residential amenity pursuant to policies SP1, EN18 and DM1 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

25) The development hereby approved shall be implemented in full accordance with the measures as set out within the environmental sustainability statement referenced: Brunswick Living Limited Energy & Sustainability Assessment Environmental Standards Statement, Brunswick Street, Manchester dated 2 July 2021 by Watt Energy & Consulting Engineers Ltd and stamped as received by the City Council as local planning authority on 2 August 2021, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Core Strategy for the City of Manchester and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

26) a) The development hereby approved shall be undertaken in accordance with document referenced: Pre-construction signal reception impact survey, Brunswick Street Development Manchester dated 24 March 2021 Astbury Ltd. stamped as received by the City Council as local planning authority 2 August 2021.

b) Before the occupation of the authorised development, an assessment report relating to the impact of the development on television signal reception within the potential impact area, identified in above survey, shall be undertaken within one month of the practical completion of the development 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. The report 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 the approved survey. The measures identified must be carried out either before the building is first occupied 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. In the interest of residential amenity, as specified in policy DM1 of Core Strategy for the City of Manchester.

27) Before the commencement of the authorised use the internal cycle storage facilities as shown on drawing ref: Proposed ground floor plan A1324(02) 002 Rev F shall be fully implemented in accordance with the approved details and maintained in situ thereafter.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy for the City of Manchester, the Guide to Development in Manchester SPD (2007) and the guidance with the National Planning Policy Framework.

28) Following the expiry of the first full planting season after the completion of the development, a scheme shall be submitted to and approved in writing by the City Council as local planning authority confirming the implementation of the measures detailed in Section 4.0 Summary and Recommendation of document referenced Ecological Walkover Land off Brunswick Street Ardwick Manchester dated March 2021 by Rachel Hacking Ecology. The agreed measures shall be maintained in situ at all times whilst the development is in occupation.

Reason - In order to enhance local bio-diversity through the provision of wildlife habitats, pursuant to policy EN15 of the Core Strategy for the City of Manchester and The National Planning Policy Framework.

Informatives

1) Mining Information - The proposed development lies within an area which could be subject to current coal mining or hazards resulting from past coal mining. Please read the Standing Advice from the Coal Authority in Appendix A, including:

i. Piling should follow the guidance set out within document 'Piling and Penetrative Ground Improvement Methods on Land Affected by Contamination' which is available on the Coal Authority website. Where deep foundations are proposed it is recommended that the developer makes reference to:

<http://webarchive.nationalarchives.gov.uk/20140328084622/http://cdn.environmentagency.gov.uk/scho0501bitt-e-e.pdf>

ii. It is recommended that the developer undertakes any further works in line with the guidance provided within 'CLR11 Model Procedures', 'Guiding Principles for Land Contamination' and 'Groundwater Protection: Principles and Practice' which are available via the address:

<https://www.gov.uk/government/collections/land-contamination-technical-guidance>

iii. Waste to be reused on site - Excavated materials that are recovered via a treatment operation can be re-used on-site under the CL:AIRE Definition of Waste: Development Industry Code of Practice. This voluntary Code of Practice provides a framework for determining whether or not excavated material arising from site during remediation and/or land development works are waste.

iv. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on site operations are clear. If in doubt, we should be contacted for advice at an early stage to avoid any delays. It is recommended that developers should refer to the Environment Agency guidance: Position statement on the Definition of Waste: Development Industry Code of Practice and; website at <https://www.gov.uk/government/organisations/environment-agency> for further guidance.

v. Waste to be taken off site - Contaminated soil that is, or must be disposed of, is waste. Therefore, its handling, transport, treatment and disposal is subject to waste management legislation, which includes:

Duty of Care Regulations 1991

Hazardous Waste (England and Wales) Regulations 2005

Environmental Permitting (England and Wales) Regulations 2010

The Waste (England and Wales) Regulations 2011

vi. Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standards BS EN 14899:2005 'Characterisation of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear.

2) Information for Developers guidance documents can be downloaded using the following link: http://www.manchester.gov.uk/info/500207/planning_and_regeneration/1962/additional_planning_guidance/3

3) Whilst the site has been assessed as low risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

4) It is recommended that structural drawings and calculations for the temporary and permanent support works be submitted for checking (for a fee) to MCC Bridges/Structures Section in order to obtain an approval in principle.

5) The Sandy Brown Acoustic report 165-R01-C dated 9 May 2017 recommends that " the apartments located on the Brunswick Street facade will require a mechanical ventilation strategy in combination with high performance acoustic double glazing" it also says that living rooms towards the rear of the development could "utilise standard thermal double glazing an combination with acoustically rated ventilators".

In order to discharge the ventilation requirements for the whole of the property, we will need a report with details of the mechanical ventilation systems being fitted, details of the acoustically rated ventilators and details of the proposed glazing. The report should demonstrate that the ventilation requirements are met, and help to prevent overheating in the premises as well as demonstrating that the MCC internal noise criteria will be met.

6) Any requirement for working outside the authorised construction hours should be agreed with Environmental Health Officer as part of an application submitted under Section 61 of the Control of Pollution Act 1974 via the following link:

https://secure.manchester.gov.uk/forms/form/687/application_for_noisy_working

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

The Vallance Medical Centre, Wadeson Road, Manchester, M13 9UJ
Ardwick Green Tesco Service Station, Ardwick Green South, Manchester, M13 9XF
The Vallance Dental Centre, The Vallance Medical Centre, Wadeson Road, Manchester, M13 9UJ
Ardwick Sure Start And Childrens Centre, Wadeson Road, Manchester, M13 9UJ
Flat 6, 10 Polygon Street, Manchester, M13 9SG

Flat 9, 10 Polygon Street, Manchester, M13 9SG
Apollo Theatre, 1 Stockport Road, Manchester, M12 6BW
Flat 31, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 28, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 6, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 54, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 44, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 33, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 7, 10 Polygon Street, Manchester, M13 9SG
Flat 17, 10 Polygon Street, Manchester, M13 9SG
Flat 11, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 53, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 19, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 17, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 61, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 56, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 48, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 35, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 4, 10 Polygon Street, Manchester, M13 9SG
Flat 13, 10 Polygon Street, Manchester, M13 9SG
Flat 18, 10 Polygon Street, Manchester, M13 9SG
15 Brunswick Street, Manchester, M13 9SU
Flat 20, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 14, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 4, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 47, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 38, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 37, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 1, 10 Polygon Street, Manchester, M13 9SG
4 Polygon Street, Manchester, M13 9SG
Artillery Court, Wadeson Road, Manchester, M13 9TU
Apollo Ballroom, Hyde Road, Manchester, M12 6BW
25 Brunswick Street, Manchester, M13 9SU
23 Brunswick Street, Manchester, M13 9SU
Vallance Centre Pharmacy, Wadeson Road, Manchester, M13 9UJ
Medlock Primary School, Wadeson Road, Manchester, M13 9UJ
Flat 21, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 8, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 55, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 50, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 23, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 18, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 16, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 13, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 60, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 58, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 3, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 1, Artillery Court, Wadeson Road, Manchester, M13 9TU
6 Polygon Street, Manchester, M13 9SG
2 Polygon Street, Manchester, M13 9SG
8 Polygon Street, Manchester, M13 9SG
Flat 26, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 12, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 7, Artillery Court, Wadeson Road, Manchester, M13 9TU

Flat 5, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 51, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 43, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 41, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 36, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 3, 10 Polygon Street, Manchester, M13 9SG
Flat 5, 10 Polygon Street, Manchester, M13 9SG
Flat 14, 10 Polygon Street, Manchester, M13 9SG
Flat 29, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 27, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 24, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 62, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 57, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 52, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 2, 10 Polygon Street, Manchester, M13 9SG
Flat 11, 10 Polygon Street, Manchester, M13 9SG
Flat 32, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 30, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 15, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 10, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 59, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 49, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 46, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 42, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 40, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 8, 10 Polygon Street, Manchester, M13 9SG
Flat 9, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 2, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 39, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 15, 10 Polygon Street, Manchester, M13 9SG
Flat 16, 10 Polygon Street, Manchester, M13 9SG
Flat 12, 10 Polygon Street, Manchester, M13 9SG
Flat 10, 10 Polygon Street, Manchester, M13 9SG
Flat 25, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 22, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 45, Artillery Court, Wadeson Road, Manchester, M13 9TU
Flat 34, Artillery Court, Wadeson Road, Manchester, M13 9TU
Victek International Ltd., Victek House, 52 Ardwick Green South, Manchester, M13 9XF

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Flood Zones Type 2 (low to medium risk) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH2