

Planning**Growth & Development****Delegated officer report for planning application**

Application no. 130586/VO/2021

Date registered valid: 9 June 2021

Proposal: City Council Development for the erection of 21, 2 storey dwellinghouses (Use Class C3a) and erection of 3, 4 storey buildings to form 48 apartments (Use Class C3a) with associated car parking, landscaping and boundary treatment

Address: Land Bounded By The Rochdale Canal, Smallwood Street, Great Newton Street And Droylsden Road, Newton Heath, Manchester, M40 1HE

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Regina Khanum Manchester City Council Level 8 Town Hall Extension, PO Box 532, Manchester, M60 2LA

Agent (if any): Mr Mike Mason MCAU Eastgate, 2 Castle Street, Manchester, M3 4LZ

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Recommendation: Approve

Date of recommendation: 21 September 2021

Application details

Type of application: Regulation 3 Consent

Development type: Smallscale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 11 June 2021 Expired: 2 July 2021

Neighbour notifications

Printed: 11 June 2021 Expired: 2 July 2021

Site notice

Posted: Expired:

Press advert

Published: 15 June 2021 Expired: 6 July 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is approximately 0.7 hectares and currently comprises vacant land and hardstanding which is used for car parking. The topography of the site is relatively flat but rises more steeply towards Droylsden Road. The site does not contain any significant vegetation, however, there are some trees located in the eastern part of the site close to Droylsden Road. The Rochdale Canal and towpath border the northern boundary of the site.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The application site is located in the Newton Heath District Centre which contains a mixture of commercial and high street uses, industrial and residential. Educational and ecclesiastical uses are also present. The houses to the south west and east of the site are characterised by a typical mid-late 20th century estate layout incorporating a narrow range of standard house types. The properties are predominantly two storey semi-detached and terraced of red / brown brick construction with tiled roofs and private gardens. The properties south east of the site and immediately south west of the District Centre are historic red brick terraces with slate roofing.

To the North of the canal are the Martins Bakery site and Lidl supermarket. West of the site commercial buildings fronting Old Church Street back on to Smallwood Street. To the east, there are residential properties set back from Droylsden Road facing the direction of the application site. Due to the gradient of the land, the ground floor of the properties here are

marginally lower than the surface level of Droylsden Road. South of Great Newton Street is the Sure

Start Children's Centre, south west of here is the Newton Heath Working Men's club. Parking to these facilities is to the rear/ side of the properties with access gained from Great Newton Street.

Description of development

City Council Development for the erection of 21, 2 storey dwellinghouses (Use Class C3a) and erection of 3, 4 storey buildings to form 48 apartments (Use Class C3a) with associated car parking, landscaping and boundary treatment

Consultations & Notification Responses

Local residents/local businesses/public opinion A site notice has been displayed at the application site to advertise the proposal is a major development. A press notice has also been published in the Manchester Evening News. Letters have also been sent to an extensive area of properties. Two letters (including one from a local business who states they are making their presentation on behalf of 33 other businesses) of objection have been received in respect of this matter. The comments can be summarised as follows:

- The site is very predominant in Newton Heath but the site analysis is mostly concentrated around the site footprint and not taking into consideration the visual connection with All Saints Church or local community facilities and parks. The resulting design does not respond to the needs of Newton Heath redevelopment
- There is a big traffic management problem in the area (All Saints Church entrance again) and all the application seems to deal exclusively with the site as a fragment rather than being part of a whole cohesive masterplan;
- The proposal would result in the loss of customer parking for the shopping centre on Smallwood Street (to the north of Old Church Street). This will impact on the district centre.

Highway Services advise that the trip generation is acceptable along with the provision of car parking and cycle provision. A detailed highway measures are required along with travel planning and construction management.

Environmental Health advise that the residential and commercial accommodation should be acoustically insulated to meet appropriate criteria along with any plant. The information submitted in relation to air quality is acceptable subject to the implementation of electric car charging points. The desk top ground study is acceptable. A site investigation report and remediation strategy is now required. The refuse arrangements are acceptable for the residential use but the commercial use would need to be agreed. The lighting scheme is acceptable. A construction management plan is required.

Neighbourhoods (Trees) have no objections to the proposal. Effort has been made to retaining the more valuable trees on the site.

Flood Risk Management Team advise that a surface water drainage condition be imposed on any planning permission.

Environment Agency advise that they have no objection subject to ground conditions condition being imposed to deal with on site contamination and a piling condition.

Works and Skills Team advise that a local labour condition should be imposed for the construction phase of the development.

Greater Manchester Archaeological Advisory Service state that there is known archaeological implications relating to this site relating to early 19th-century terraced houses on the south side of Silk Street and north side of Great Newton Street (already depicted on the Tithe Map of 1847); a cotton mill with associated workers' houses (including back-to-back dwellings) first depicted on OS mapping from 1893 between Great Newton Street and Silk Street; and a number of unidentified buildings on the north side of Silk Street, which are no longer depicted by 1934 following development of the canal-side open market place. A condition of the planning approval should be that this is investigated and recorded.

Design for Security at Greater Manchester Police advise that the recommendations within the crime impact statement are implemented.

Greater Manchester Ecology Unit No objections.

Greater Manchester Ecology Unit (GMEU) advise that the Preliminary Ecological Appraisal indicates that there are risks to the National Site Network – Rochdale Canal SSSI and SAC – and that further assessment is required under the Habitats Regulations (2019) of impacts on these nationally designated features. It is extremely important to note that the site is downstream and through three pounds of water separated by locks from the waterbody designated as SSSI/SAC. Water will not travel past the site and up into the SSSI/SAC. Therefore there is no hydrological connectivity between the canal adjacent to the site and statutorily designated features (SSSI/SAC). All impacts from dust and or sediment as a result of construction run-off or air borne particulates can be screened out. No further assessment under the Habitats Regulations is required.

The site is adjacent to the Rochdale Canal Site of Biological Importance (SBI). This SBI may also have been colonised by water plants which are designated features of the upstream SSSI/SAC. The Construction Method Statement should consider industry standard measures to manage construction surface water and dust. This can be secured via condition.

GMEU had preapplication discussions with the applicant on shading of the SBI Canal, which was subsequently submitted with the application. I concluded that the position of the buildings did not result in a substantive impact on the canal, should rare water plants be present. No further ecological survey work is required to inform this conclusion.

The submitted preliminary bat assessment of the trees appears to have used appropriate effort. No further bat survey work is required and no updates are necessary during the lifespan of a permission should it be granted.

The submission indicates that an external lighting plan to the car parks is to be submitted post planning. Any future submission should demonstrate that the car parks on the northern boundary, adjacent to the canal, that light spillage is limited to the vegetated boundary and over the water. The scheme should be designed to accord with the Institute of Lighting Professionals guidance note GN08/18, which was published jointly with the Bat Conservation Trust. This can be secured via condition and GMEU would wish to be consulted on any future lighting scheme condition discharge.

The landscape plan is largely ornamental and proposes non-locally native species such as beech (hedgerow to canal frontage). In normal circumstances GMEU would recommend modification to the planting schedule. However, it is known that dense beech hedges provide good roosting cover for house sparrow and dunnock, both of which were recorded as probably

nesting species on the site. I am content with the landscape proposals in this particular instance.

Both the Preliminary Ecology and Bat Surveys recommended enhancement of the site using both bat and bird boxes. This would be in line with the guidance of the NPPF (July 2021 paras 74d and 175). I would recommend that a bat & bird box scheme is required to be submitted via a condition to specify and show locations for a minimum of 2 x bat boxes and 2 x bird boxes of which one should be suitable for house sparrow colony.

In summary and conclusion: -

- o No further assessment is required of impacts to statutorily designated sites (Rochdale Canal SSSI/SAC). All likely significant effects under the Habitats Regulations can be screened out.
- o Impacts to the Rochdale Canal SBI can be controlled via standard measures secured via condition to control construction impacts and future lighting proposals.
- o The landscape scheme is acceptable in this instance.
 - A scheme for Biodiversity enhancement of bat and bird boxes should be secured via condition.

Canal and River Trust advise that conditions are required in respect of the impact on the canal. Concern is raised in respect of the apartments buildings to the canal, the boundary treatment and roof design. Consideration should also be given to the impact on ecology on the canal and wider area as well as surface water run off.

Policy

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows: SO1, SO2, SO6, SP1, T1, T2, H1, H2, H4, H8, C2, C4, EN4, EN5, EN6, EN9, EN14, EN15, EN16, EN17, EN18, EN19, DM1 and PA1.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows: DC7, DC26, DC20 and E3.3.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

Manchester Residential Quality Guidance (2016)

Manchester Green and Blue Infrastructure Strategy 2015

National Planning Policy Framework (2021)

Other legislative requirements

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and case law has considerable importance and weight should be given to any impact upon a designated heritage asset but in particular upon the desirability of preserving the setting with a strong presumption to preserve the asset.

S149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Issues

Principle of the redevelopment of the site and contribution to regeneration

The redevelopment of this 0.7 hectare site would offer a significant and unique regeneration opportunity for Newton Heath. The proposal would support economic sustainable growth and enhance the vitality of Newton Heath, the district centre and streetscape through the provision of well-designed, sustainable new homes.

East Manchester has also been identified as an area for high density residential growth. Whilst much of the recent development activity has focused around other parts of East Manchester, such as Miles Platting, Ancoats and New Islington, there are key sites in and around Newton Heath district centre which are ready for development in order to support economic growth and regeneration through the provision of new homes.

The entire site falls within Newton Heath district centre as identified within the Core Strategy (policies C2 and C4) and the site has been identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which has the capacity to come forward for housing.

This is to support Manchester's growing population; the need for new homes of the right quality and tenure is crucial to support this increasing population. New housing specifically in district centres is also supported where it would contribute positively to the overall vitality and viability of the centre.

This proposal would contribute 69 new homes towards the target of 2,500 new homes required per year. All of the new homes proposed would be affordable, a mixture of social rented accommodation (53 homes) and sheltered accommodation for over 55s (16 homes). This will enhance the housing stock for those with specific accommodation requirements.

A communal garden would be provided for the apartment buildings and individual private gardens for the dwellings. The layout of the site would complement and enhance the linkages to the district centre providing footfall and activity.

The new homes proposed would be a mix of 1, 2, 3 and 4 bedrooms (36 one bed/2 person, 12 two bed/3 person, 17 three bed/5 person and 4 four bed/6 person). The larger properties would be suitable and attractive to families. The remaining one bedroom accommodation would be aimed at smaller households and those who are able to downsize enabling larger homes. The space standards for the homes would be consistent with the City's adopted space standards. Whilst there is a high proportion of one bedroom accommodation at this development, the

applicant has demonstrated that there is demand for this type of accommodation in this part of the city and will meet a specific need category for over 55 accommodation.

This development would create jobs and support the needs of a skilled workforce through the creation of construction jobs.

A local labour agreement would be agreed with the applicant for the construction element in order to capture the local employment opportunities for this development.

The new homes would be consistent with growth priorities and as part of meeting the objectives of policies C2, C4, H1 and H4 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The application proposes 69 new homes, 53 of which would be available for social rent and 16 available for sheltered accommodation for the over 55s. The applicant/landowner is the City Council and would be providing the affordable housing at the site. The affordable housing would therefore be secured through this interest.

The mixture of social rent and over 55s accommodation is an appropriate mix of affordable housing and meets identified housing needs in this part of the City.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors.

Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Whilst there is car parking at the development, each of the individual dwellings would be fitted with a 7kw fast charging electric car charging point. There would be 54% car parking for the apartments and 20% of those spaces would be fitted with a fast charging point with an opportunity for this to be reviewed as part of the travel plan.

The number of spaces for the apartments is an acknowledgement of the sustainable location which would not have a material detrimental impact on local air quality.

A robust travel plan would encourage residents to take advantage of the excellent public transport in the area which would go some way to reducing overall vehicle trips from the site.

There would be a secure cycle store for residents of the apartment building which would contain 100% provision.

The apartment buildings and dwellings fabric would be highly efficient with energy saving measures incorporated into the design in the form of lighting, power and ventilation measures. photovoltaic array would be installed to the roof of the dwellings. The dwellings would be entirely electric and would not be fitted with gas boilers and would also have a highly efficient fabric and lighting systems. The applicant is also still exploring the possibility of photovoltaic panels being installed to the dwellings to further reduce carbon.

These measures would achieve a site wide reduction in CO2 over Part L (2010) of the Building Regulations of 44.9%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 15% reduction in CO2 on Part L (2010) Building Regulations. There is an opportunity to reduce this further once the applicant has finalised measures and the overall carbon reduction is likely to be greater over the lifetime of the development as the electricity grid decarbonises. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

A drainage scheme would also minimise the flow rates of surface water into the surrounding network and the soft landscaping within the public realm would adopted sustainable principles as much as possible.

Impact on the historic environment and cultural heritage

The application site is not located within a conservation area and does not contain any listed buildings. The site is in close proximity to Newton Silk Mill (Grade II) and 30 Holyoak Street a three storey former mill building which has historic and heritage interest and could be considered to be a non-designated heritage asset. Legislation and planning policy seek to preserve or enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 ("P(LBCA)A 1990") require that 'special regard' be paid in taking decisions affecting listed buildings and their settings.

A heritage assessment has considered the impact of the proposal on the historic environment as required by the NPPF.

The Mill is constructed of pink brick with some sandstone detailing, mainly seen in the over-head window lintels. A large portion of the rear of the building was demolished post-war; what remains is an irregular rectangle, with the front elevation facing Newton Street. It has a symmetrical design of four bays with a stair tower on its west side. The main entrance is on the west elevation behind the stair tower, at upper ground floor level. The mill is of four storeys with an addition of both an attic and a half-cellar. The north elevation features a semi-circular window at attic level spanning the two central bays with brick headers and a small stone sill. Directly below this window is a smaller sandstone plaque which contains no lettering and on the third floor a much larger rectangular plaque reads '1832/NEWTON SILK MILL'. There are four windows to each floor on this elevation, with an additional window in the west stair tower at every floor level. All these windows are of 20th century plastic framed UVPC.

The significance of the building is derived from its architectural interest relating to its early industrial design. It is also of historic interest due to its integral role in the early industrialisation of Newton Heath, due to the proximity to the Rochdale Canal.

The proposal would result in some instances of low level harm to the setting of the Grade III listed Newton Street Silk Mill and 30 Holyoak Street (non-designated) due to the current open

nature of the application site which, once development, would provide more restrictive views of the listed building and the non-designated asset from within the application.

This impact would result in a very low level of less than substantial harm to the heritage assets. Any harm should be outweighed by the public benefits that would be delivered, in accordance with the guidance provided in paragraphs 200 of the NPPF together with the objectives of sustainable development in paragraph 8.

There are substantial public benefits as a result of this proposal which outweigh this low level of harm to the setting of the listed building and non-designated heritage assets.

The current condition of the application site has a neutral impact on the setting of the listed building and non-designated heritage asset. The proposal would comprehensively regenerate this partially vacant brownfield site, within a highly sustainable location, with a high quality affordable residential led development which would provide affordable homes. The benefits of the scheme are fully set out in the report.

The layout, scale and appearance of the development is considered to be entirely appropriate for this site as it would complement surrounding development whilst respecting the setting the listed building and non-designated heritage asset which would remain clearly legible.

The proposal has been laid out around the original street pattern. This would help preserve certain views of the buildings as well as reinstating a robust development edge of the canal.

The façades of the development would be of the highest quality with deep window reveals, decorative features and high quality boundary treatment to all road frontages together with street trees and other soft landscaping. The appearance of the proposal has taken influence from the surrounding historic context and provides a unique development for this area.

Alongside the design quality of the development, the scheme would incorporate low carbon principles in its design. The dwellings and apartment buildings fabric would be highly efficient together with use of electric for the dwellings and renewable technologies for the apartments.

The proposal would cause a low level of harm which would be less than substantial harm and would be outweighed by the considerable public and regeneration benefits that have been detailed above.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed building required by virtue of S66 and S72 of the Listed Buildings Act. The harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 200 of the NPPF.

Impact on Archaeology

An archaeological assessment notes that archaeology may exist. GMAAS consider that it would be appropriate to undertake a programme of works on any remains and ground excavations to record the archaeology. Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed to this affect to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Greater Manchester Ecology Unit concur with the findings.

Trees and enhancement to green infrastructure from the new gardens and landscaping will benefit and attract wildlife, at the site and in the area in line with policy EN9 of the Core Strategy and therefore improve biodiversity.

It has also been determined that there will be no unacceptable impacts on the canal.

Impact on trees and green infrastructure

There are 4 individual trees at the application site and three groups of trees. These trees have been subject to an arboricultural assessment and are classified as follows:

- Category B – 1 individual trees;
- Category C – 3 individual trees.

Two of the group trees are category B with the remaining group category C. The proposal would result in the removal of the 3 individual trees and two group of trees at the site. The City Arborist has raised no objection to the proposal.

The loss of the existing tree would be mitigated through the 17 trees which would be planted at the site which includes planting in sections of the public highway. Further green infrastructure would be provided in the form of new scrub planting.

This is considered acceptable and suitably mitigates against the loss of the trees and would help improve the overall biodiversity at the site.

Layout, scale, external appearance and visual amenity

The development is arranged around the existing road network. The 3 apartment buildings would front Silk Street and form a new boundary with the canal. The apartment building would be 4 storey and form a robust frontage and similar in scale to the nearby Newton Mill. The apartments would be constructed of red masonry brick with deep window reveals, solid masonry coursing and recessed balconies to provide interest.

A section of Silk Street, at the junction with Droylsden Road, would be stopped up to provide a new pedestrian link.

Two storey terrace properties would be front the remainder of the road network onto Droylsden Road, Great Newton Street and Silk Street. Robust masonry elevations would also provide a complementary appearance of the apartments and be in keeping with the scale of the dwellings on Droylsden Road.

Robust masonry boundary treatment with railings would secure site frontage along with soft landscaping which would minimise the frontage car parking. Tress would be located in front gardens.

Canal and River Trust have raised concerns about the masonry wall and railings to the canal towpath, however, this is considered to be the most robust treatment to secure the apartments amenity areas whilst providing some transparency.

Condition of the planning approval would be to agree the materials.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The layout of the development would utilise the existing road layout providing natural surveillance to the Droylsden Road, Great Newton Street, Smallwood Street, Silk Street and Cowley Street. The permeability through the existing road layout would be retained. There would be stopping up of a short section of Silk Street at the junction with Droylsden Road. This would create a more pedestrian friendly environment and an area on public realm for the residents and visitors to use.

The footways and carriageway around the site would be upgraded to ensure that they are suitable and safe for pedestrians.

The residents of the apartment buildings would have access to a communal garden area to the rear/sides of the buildings. The residents of the dwellings would all have access to private garden which would be of a suitable size for outdoor recreation, drying of clothes and storage.

Boundary treatment would be provided to all the key frontages in the form of a low wall and contemporary style railings against a backdrop of soft landscaping to complement the architecture. This would form the boundary treatment for the apartments and dwellings. Divisional fencing would be used to separate rear gardens together with rear boundary walls to communal areas such as car parking. Driveways to the dwellings would be permeable to assist with drainage.

Effects on the Local Environment/ Amenity

(a) Sunlight, daylight, overshadowing and overlooking

The proposal is not considered to impact on any adjacent residential properties. The site is separated from existing buildings by Droylsden Road and the Rochdale Canal. The existing road network within the application site would be retained which would provide sufficient gaps between dwellings and the apartments.

(b) TV reception and broadband connectivity

The proposal is unlikely to affect TV reception or broadband connectivity. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The application site is 30 metres south of the Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of vehicular emissions. A number of sensitive receptors have been identified in the local area which includes residential properties, business and educational facilities.

An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions. This would be minimised through good practices which should remain in place for the duration of the works and should be a condition of the approval.

The proposal would provide 100% parking for the individual dwellings with 54% parking for the apartment buildings. This reflects the sustainable location of the site. Shops and amenities are

within a short walk of the site together with bus services from Oldham Road and tram services from Dean Lane providing access into the city centre and towards Oldham and Rochdale Town Centres. All of the car parking spaces for the dwellings would be fitted with a 7kw electric car charging point. 20% of the apartment's car parking spaces would be fitted with a charging point and future demand reviewed by the travel plan.

There would be a 100% cycle space for the apartment buildings and an individual cycle store of the dwellings. This provision would allow residents a real alternative to the car and take advantage of the local cycle routes particularly along the Rochdale Canal into the city centre.

Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise would be from construction activities and noise ingress to the new homes from external noise, particularly from nearby roads such as Oldham Road/Droylsden Road and the close proximity to commercial activities associated with the district centre.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments and dwellings is likely to be from traffic on the surrounding roads and the noise generated by nearby commercial activities

Although the development would be in close proximity to these commercial activities, this is a typical arrangement in district centre locations.

There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented.

Provided that construction activities are carefully controlled and the residential accommodation is appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Each individual dwellinghouse would have a dedicated refuse storage area within the secure rear garden. This would store the required 240 litre bins for general refuse, pulpable recycling, mixed recycling and garden waste. Each property would also be provided with a 23 litre caddy for food waste.

For each apartment building, an 11.4 sqm refuse store would be located on the ground floor internally to the building and would cater for each waste stream.

Each apartment would have separate storage areas for refuse, recyclable and compostable materials. The waste would be taken to the designated waste stores. The refuse would be removed from the store to a collection area.

The waste stores would meet Council standards and should be conditioned as part of the approval.

Accessibility

All main entrances to the apartment building and dwellings would have level access. The upper floors of the apartment building would be accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be parking space for disabled people with 4 spaces being designated within the car parking for the apartments.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exasperate local flooding problems.

A drainage statement has been considered by the Council's flood risk management team and consideration should be given to how the drainage systems would prevent surface water run off along with an examination of the introduction of sustainable urban drainage principles and their future management. In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby such as the Oldham Road bus corridor together with the Moston and Newton Heath tram stop (on Dean Road) a short walk from the application site. This connects the site to the city centre (including Manchester Victoria Rail Station) and Oldham and Rochdale Town Centres. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There would be 100% car parking for the dwellings in curtilage and these would all be fitted with a 7kw fast charging point. There would be 26 (54%) car parking spaces available for the apartments which includes 4 disabled spaces and 20% of these spaces would be fitted with a fast charging point.

The proposal also supports cycling with 100% cycle provision for the apartments and external stores for the individual dwellings.

A robust travel plan would support the ongoing travel needs of residents and this would be secured by planning condition.

The proposal, which would bring further activity to the area, would require certain highway improvements in order to ensure a safe pedestrian and highway environment. These measures would be conditioned as part of the proposal.

Concerns have been raised by a representative on behalf of local businesses regarding the loss of car parking at the application which has historically been used by visitors to the district centre and local businesses. This would be lost as part of the development. Whilst the application site is long standing development opportunity for this part of Newton Heath, together with there being alternative locations in and around the district centre for car parking, it is recognised that

the proposal would have an impact in this regard. Accordingly, it is recommended that a condition of the planning approval is that a car park management plan/strategy is agreed which would consider alternative arrangements for business and visitor parking to the district centre.

A construction management plan would be agreed which ensures that servicing of the commercial units would remain unaffected by construction activities associated with this proposal.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further ground investigations, and a remediation strategy are required. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Local Opinion

Comments have been received which outline objections relating to the loss of car parking at the site together with the perceived failure of the proposal to consider the impact of the development on the wider Newton Heath context.

The application site is a long standing development opportunity which would help support new affordable housing in the area within a high quality development. There are also alternative parking areas around the district centre. Notwithstanding this, the applicant is committed to reviewing the matter further and devise a strategy to support car parking associated with the district centre. This forms part of the conditions of the planning approval.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the dwellings alter the roof and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Conclusion

The proposal would have a significant impact on the regeneration of Newton Heath and would contribute to the supply of high quality affordable housing. Active frontages and high quality façades would make a positive contribution existing road frontages as well as the setting of an adjacent listed building and canal. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a modest impact on the setting of adjacent listed buildings and non designated heritage assets. These are low level impacts that are outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

Consideration has also been given to potential impacts in existing businesses which are highly valued. The layout of the development and together with acoustic measures should protect both proposed occupiers and the businesses. It has further been demonstrated that servicing could continue via Droylsden Road.

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:

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. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval OR Reasons for recommendation to refuse

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:

Drawings

1184-90-010 REV P02 , 1184-01-001 REV P02, 1184-02-001 REV P04, 1184-03-APART-BLK-01 REV P04, 1184-03-APART-BLK-02 REV P04, 1184-03-HT3.1-001 REV P03, 1184-03-HT3.2-001 REV P03 , 1184-03-HT4.1-001 REV P03, 1184-04-001 REV P02, 1184-04-002 REV P02, 1184-04-003-SITE SECTIONS REV P02, 1184-04-APART-BLK-03 REV P01, 1184-04-HT-001 REV P02, 1184-05-APART-BLK-02 REV P04 and 6581.01 REV A stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021

1184-04-004-P01, 1184-04-005-P01, 1184-04-APART-BLK-01-REVP02 and 1184-04-APART-BLK-02-REVP03 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2021

21-HT-900 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 23 September 2021

Supporting information

Design and access statement, affordable housing statement, apartment mix justification, archaeological design based assessment, construction fire risk, construction management plan, crime impact statement (version A), Environmental Standards Statement, flush casement window specification, planning statement, social value offer, Tv baseline survey report, ventilation extraction report, air quality assessment, noise report (ref. SI400 - 19157-R01-A, SI400 - 19157-R01-B, SI400 - 19157-R02-A and SI400 - 19157-R03-A), tree survey, tree protection plan, tree constraints plan, bat survey, ecology appraisal, flood risk assessment and drainage strategy, ground investigation report, phase 2 geo-environmental investigation, construction waste management plan, waste management strategy, transport assessment (SI400 - 19157-R03-A), Travel Plan (ref. SI400 - 19157-R03-A) stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021

Preliminary risk assessment stamped as received by the City Council, as Local Planning Authority, on the 7 July 2021

Traffic data stamped as received by the City Council, as Local Planning Authority, on the 16 September 2021

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted for approval in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

1. Informed by the updated North West Regional Research Framework, a phased programme and methodology of investigation and recording to include:

- i - archaeological evaluation trenching
- ii - informed by the above, more detailed targeted excavation (subject of a new WSI).

2. A programme for post investigation assessment to include:

- i - analysis of the site investigations records and finds
- ii - production of a final report on the investigation results.

3. Deposition of the final report with the Greater Manchester Historic Environment Record.

4. Dissemination of the results commensurate with their significance.

5. Provision for archive deposition of the report and records of the site investigation.

6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason - To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible pursuant to policy EN3 of the Manchester Core Strategy and saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995).

4) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) a) The development shall not commence until, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Benefit Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Benefit Proposal
- iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

6) Notwithstanding the Flood Risk and drainage strategy prepared by Ridge stamped as received by the City Council, as Local Planning Authority, 1 June 2021, (a) the development

shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- A finalised drainage layout with all components labelled, levels, connectivity, inlets and discharge points shown. The design shall avoid the location within private plot allocations of attenuation and flow control components which are designed to serve multiple properties.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable. Appraisal demonstrating maximum integration has been achieved is to be presented.
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within Conurbation Core Critical Drainage Area.
- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- The FRA shall evidence that historic flooding and breach modelling data relevant to the site has been requested from the appropriate organisation and considered in the FRA.
- Progression down Drainage Hierarchy shall be evidence based. Evidence that permission to discharge into the canal has been requested from the appropriate organisation must be presented. Where discharge is feasible, agreement in principle is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- For sites where proposed development would cause unusual pollution risk to surface water, evidence of pollution control measures (preferably through SuDS) is required.
- Maximised use of permeable surfacing where feasible. Front driveway hard surfacing >5m² shall be permeable where feasible in line with Government Guidance.

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

(b) The development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Notwithstanding the ground investigation report and phase 2 geo-environmental investigation stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021 and Preliminary risk assessment stamped as received by the City Council, as Local Planning Authority, on the 7 July 2021

(a) the development shall not commence until the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of a remediation strategy.

Once approved, the development shall then be carried out in accordance with the approved details.

(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 prior to the first occupation of the development.

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 - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

8) Notwithstanding the construction management plan stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021, prior to the commencement of the development, a detailed construction management plan outlining working practices during construction shall be submitted for approval in writing by the City Council, as local planning authority, which for the avoidance of doubt should include;

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Compound locations where relevant;

- o Consultation with local residents and businesses including ensuring that operations of existing businesses remain unaffected by construction activities;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

0 details specifying how the waterway corridor and its users would be protected during the works and include any details of proposed protective fencing/netting to be erected to safeguard the waterway infrastructure during site clearance/construction;

0 include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the waterway.

The development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and businesses, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) The development hereby approved shall be carried out in accordance the Ibstock (0149), Grosvenor County Mixture (red) = Blocks 01, 02, 03, 06, 07, 08 and Ibstock (0054), Ivanhoe Cream Original (buff) = Blocks 04, 05.

Prior to the commencement of the development (excluding site clearance, site investigations, remediation and ground works) samples and specifications of all material to be used on all external elevations and boundary treatments of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, soffits, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

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.

10) The window reveals and soffits for the development shall be carried out in accordance with drawings 1184-04-APART-BLK-01 REV P02, 1184-04-APART-BLK-02 REV P02 stamped as received by the City Council, as Local Planning Authority, on the 10 August 2021 and 21-HT-900 Rev P01 stamped as received by the City Council, as Local Planning Authority, on the 23 September 2021

The extent of the window reveals and detailing will be as follows:

- Minimum window reveal one brick length deep (minimum 200mm) and brick soffits (for apartments);
- Minimum window reveal one minimum 200mm and flashing to soffit (dwellings);

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

11) The boundary treatment shall be carried out in accordance with drawing 1184-90-010 REV P02 stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021.

The approved details shall be implemented as part of the development and be in place prior to the first occupation of development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement prepared by the Energy Council stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021. The development shall achieve an overall a site wide reduction in CO2 equivalent to Part L (2010) of the Building Regulations of a minimum of 44.9%.

A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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 and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

13) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

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 SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) (a) Notwithstanding drawing 6581.01 REV A stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021, prior to the first occupation of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification and number and size of trees) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

15) (a) Prior to the first occupation of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority. Any measures shall thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) (a) Notwithstanding the Noise and Vibration Survey prepared by Sandy Brown (ref. SI400 - 19157-R01-A, SI400 - 19157-R01-B, SI400 - 19157-R02-A and SI400 - 19157-R03-A), stamped as received by the City Council, as Local Planning Authority 1 June 2021, prior to the first occupation of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L_{Aeq} (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}

Gardens and terraces (daytime) 55 dB L_{Aeq}

(b) Prior to the first occupation of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post

completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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 (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) The development hereby approved shall be carried out in accordance with the waste management profoma and drawing 1184-02-001 REV P04 stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021.

The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

18) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

19) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby existing 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.

20) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used 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 and DM1 of the Core Strategy and to reflect the guidance contained in the National Planning Policy Framework.

21) The development hereby approved shall be carried out in accordance with the Travel Plan prepared by Curtins (ref. SI1100 - 071580-CUR-00-XX-RP-TP-001-V01) stamped as received by the City Council, as Local Planning Authority, on the 21 May 2021.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building 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 occupation of the development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any 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 for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the first occupation of the development hereby approved the car parking layout as indicated on drawing 1184-02-001 REV P04 stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021, shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

23) Prior to the first occupation of the development hereby approved, the 54 cycle spaces for the apartments shall be implemented and made available in accordance with 1184-02-001 REV P04 stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021.

Prior to the first occupation of the dwellings, the siting, scale and appearance of a suitable cycle store for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The cycle spaces shall be retained and maintained for as long as the development remains in use.

Reason - To ensure there is sufficient cycles provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

24) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- traffic calming and traffic regulations order to manage speeds and on street car parking;
- re-surfacing of carriageway and footways to Silk Street and Cowley Street;
- Dropped kerbs and tactile paving at all crossing points;
- Replacement of boundary treatment to boundary treatment near the bridge.

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

25) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

26) The residential use hereby approved shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

27) Prior to the first occupation of the development a signage strategy for the apartment building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason - In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

28) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

29) The development hereby approved shall include for full disabled access to be provided to the communal walkways, communal gardens and via the main entrances and to the floors above.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

30) (a) Prior to the first occupation of the development, details, location and specification of 7 kw electric car charging points for each dwellinghouse and 20% of the car parking spaces for the apartments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

(b) The number of fast charging electric car charging points for the apartments shall be reviewed annually as part of the travel plan requirements of condition 22 of this planning permission (commencing from the date of this permission). The survey shall be completed within 7 days of each annual review date and the results of the survey provided to the City Council within 7 days thereafter. Any additional charging points identified as part of this review shall be implemented within two months of approval of the annual agreement.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

31) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the dwellings building (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

32) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

Reason - To prevent the increased risk of flooding, improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Core Strategy.

33) 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 garages, extensions, porches, roof alterations, outbuildings or upwards extensions shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

34) 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 windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

35) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the dwellings or apartments shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

36) Prior to any above ground works, details of a car parking management strategy to consider and provide additional car parking and management of district centre car parking demands shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development hereby approved.

Reason – In the interest of ensuring that there is sufficient and available car parking and management arrangements in place to support the district centre pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the commencement of the development, details of the method for piling, or any other foundation design using penetrative methods, for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented during the construction of the development.

Reason - Piling or any other foundation using penetrative methods can result in risks to potable supplies (pollution/turbidity, risk of mobilising contamination) drilling through different aquifers and creating preferential pathways. It is therefore necessary to demonstrate that piling will not result in contamination of groundwater. In addition, piling can affect the adjacent railway network which also requires consideration pursuant to policies SP1, EN17 and EN18 of the Manchester Core Strategy (2012).

38) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

39) In this condition "retained tree" means an existing tree, shrub or hedge which is to be retained within the tree survey, tree protection plan, tree constraints plan stamped as received by the City Council, as Local Planning Authority, on the 1 June 2021; and paragraphs (a) and

(b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

40) Prior to the commencement of the development, a Risk Assessment and Method Statement (RAMS) outlining all works to be carried out adjacent to the canal has been submitted for approval in writing by the City Council, as Local Planning Authority. The details shall:

- demonstrate that additional loads from the permanent or any temporary works, plant and machinery or storage of materials would not harm the structural integrity of the canal infrastructure; provide cross sections showing the distance from the canal and towpath to the proposed buildings and boundary fencing and the relative levels and foundations;
- include the design, depth and means of construction of the foundations of the buildings, together with any other proposed earthmoving and excavation works required in connection with the construction of the buildings;
- details specifying how the canal will be protected during the works and include any details of proposed protective fencing to be erected to safeguard the waterway infrastructure during construction;
- include the steps to be taken to prevent the discharge of silt-laden run-off, materials or dust or any accidental spillages entering the canal.

The development shall only be carried out in strict accordance with the agreed Risk Assessment and Method Statement.

Reason: To protect the structural stability of the canal infrastructure which could be adversely affected by the development pursuant to policies SP1, EN15 and DM1 and the National Planning Policy Framework.

Informatives

0) - Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

As the proposal involves development over 11m in height (or alterations to increase the height of a building above 11m), developers are required to notify the Greater Manchester Fire & Rescue Service of the commencement of development via email to construction-started@manchesterfire.gov.uk

A S278 agreement is required for works to the adopted highway - a deposit is required to begin the S278 application, additional costs will be payable and are to be agreed with S278 team. The minimum standard S278 technical approval timescale is between 4-6 months, TRO's can take 10-12 months. An independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer. The S278 will include, but is not limited to: TROs, relocation of the pedestrian refuge and bus stop, footway works etc.

Note: A 'Stage 1' Road Safety Audit should be completed and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

If adoption is required the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; materials, layout, drainage, street-lighting, surfacing, stats etc.

It should be noted that any non-standard materials, street trees will attract commuted sums for on-going maintenance.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Strategic Development Team
United Utilities Water PLC
Canal & River Trust
Work & Skills Team

Unit 9, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
CITYSCAPE ESTATES LTD, Units 2-3, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
Unit 1, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
The Church Inn, 1 Gaskell Street, Manchester, M40 1JB
1 Great Newton Street, Manchester, M40 1GX
6 Risbury Walk, Manchester, M40 1HN
Top Floor Flat, 47 Old Church Street, Manchester, M40 2JN
Flat At, The Church Inn, 1 Gaskell Street, Manchester, M40 1JB
Asda, Old Church Street, Manchester, M40 2JF
88 - 90 Old Church Street, Manchester, M40 2JF
Newton Heath Sure Start And Childrens Centre, Great Newton Street, Manchester, M40 1WT
Flat, 70 Old Church Street, Manchester, M40 2JF
Unit 2, Holyoak Street, Manchester, M40 1HB
International House, 30 Holyoak Street, Manchester, M40 1HB
1328 Oldham Road, Manchester, M40 1EZ
Unit 4, Rosedale Business Centre, Oldham Road, Manchester, M40 6AA
Rosedale Business Centre, Oldham Road, Manchester, M40 6AA
78A Old Church Street, Manchester, M40 2JF
39A Old Church Street, Manchester, M40 2JN
1370 Oldham Road, Manchester, M40 1EZ
65 Old Church Street, Manchester, M40 2JN
Second Floor, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
Newton Heath Working Mens Club, Old Church Street, Manchester, M40 2JN
FARMFOODS, 1 Droylsden Road, Manchester, M40 1AA
Health And Vegetarian Store, 33 Old Church Street, Manchester, M40 2JN
Iceland Frozen Foods, Old Church Street, Manchester, M40 2JS
Flat A, 29 - 31 Old Church Street, Manchester, M40 2JN
48A Old Church Street, Manchester, M40 2JF
2 Culcheth Lane, Manchester, M40 1LR
6 Brimfield Walk, Manchester, M40 1HX
Lidl, Old Church Street, Manchester, M40 2JE
Top Floor Flat, 68 Old Church Street, Manchester, M40 2JF
1 Millwright Street, Manchester, M40 2JG
Flat 1, 35 Old Church Street, Manchester, M40 2JN
71 Droylsden Road, Manchester, M40 1HU
65 Droylsden Road, Manchester, M40 1HU
113 Droylsden Road, Manchester, M40 1HU

67 Droylsden Road, Manchester, M40 1HU
45A Old Church Street, Manchester, M40 2JN
24 Skilgate Walk, Manchester, M40 1HG
Unit Adjacent Newton House, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
Newton Heath Cultural Centre, Old Church Street, Manchester, M40 2JB
63 Droylsden Road, Manchester, M40 1HU
45 Old Church Street, Manchester, M40 2JN
Hygrade Motor Salvage, Rothwell Street, Manchester, M40 1EL
24 Droylsden Road, Manchester, M40 1WT
3 Millwright Street, Manchester, M40 2JG
Netto Foodstores Ltd, Old Church Street, Manchester, M40 2JL
Third Floor, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
First Floor, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
Lower Ground Floor, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
Newton Heath Working Mens Club, 67 Old Church Street, Manchester, M40 2JN
54 Old Church Street, Manchester, M40 2JF
50 Old Church Street, Manchester, M40 2JF
63 Old Church Street, Manchester, M40 2JN
23 Old Church Street, Manchester, M40 2JN
Unit 8, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
39 Old Church Street, Manchester, M40 2JN
43 Old Church Street, Manchester, M40 2JN
60 Old Church Street, Manchester, M40 2JF
57 Old Church Street, Manchester, M40 2JN
55 Old Church Street, Manchester, M40 2JN
41 Old Church Street, Manchester, M40 2JN
27 Old Church Street, Manchester, M40 2JN
25 Old Church Street, Manchester, M40 2JN
49 Old Church Street, Manchester, M40 2JN
70 Old Church Street, Manchester, M40 2JF
62 Old Church Street, Manchester, M40 2JF
48 Old Church Street, Manchester, M40 2JF
47 Old Church Street, Manchester, M40 2JN
37 Old Church Street, Manchester, M40 2JN
72 Old Church Street, Manchester, M40 2JF
80 Old Church Street, Manchester, M40 2JF
52 Old Church Street, Manchester, M40 2JF
58 Old Church Street, Manchester, M40 2JF
56 Old Church Street, Manchester, M40 2JF
MARTINS BAKERY, 3 Droylsden Road, Manchester, M40 1AA
86 Old Church Street, Manchester, M40 2JF
82 Old Church Street, Manchester, M40 2JF
76 Old Church Street, Manchester, M40 2JF
Ground Floor, 33 Old Church Street, Manchester, M40 2JN
33 Old Church Street, Manchester, M40 2JN
Unit 10, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
74 Old Church Street, Manchester, M40 2JF
Unit 12, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
First Floor, 33 Old Church Street, Manchester, M40 2JN
1290 Oldham Road, Manchester, M40 1EZ
56A May Street, Manchester, M40 2JW
68 Old Church Street, Manchester, M40 2JF

1A Millwright Street, Manchester, M40 2JG
69 Old Church Street, Manchester, M40 2JN
Top Flat, 51 Old Church Street, Manchester, M40 2JN
54A May Street, Manchester, M40 2JW
Top Flat, 84 Old Church Street, Manchester, M40 2JF
84 Old Church Street, Manchester, M40 2JF
48 May Street, Manchester, M40 2JW
46A May Street, Manchester, M40 2JW
48A May Street, Manchester, M40 2JW
Ground Floor, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
Fourth Floor, Newton Silk Mill Business Centre, Holyoak Street, Manchester, M40 6HB
44 - 46 Old Church Street, Manchester, M40 2JF
95 Droylsden Road, Manchester, M40 1HU
1 Cheldon Walk, Manchester, M40 1HH
10 Skilgate Walk, Manchester, M40 1HG
6 Skilgate Walk, Manchester, M40 1HG
79 Droylsden Road, Manchester, M40 1HU
69 Droylsden Road, Manchester, M40 1HU
Unit 5, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
8 Brimfield Walk, Manchester, M40 1HX
29 - 31 Old Church Street, Manchester, M40 2JN
83 Droylsden Road, Manchester, M40 1HU
4 Risbury Walk, Manchester, M40 1HN
3 Cheldon Walk, Manchester, M40 1HH
14 Skilgate Walk, Manchester, M40 1HG
2 Skilgate Walk, Manchester, M40 1HG
9 Brimfield Walk, Manchester, M40 1HX
5 Brimfield Walk, Manchester, M40 1HX
81 Droylsden Road, Manchester, M40 1HU
75 Droylsden Road, Manchester, M40 1HU
Flat Rear Of, 27 Old Church Street, Manchester, M40 2JN
Flat B, 29 - 31 Old Church Street, Manchester, M40 2JN
53 Old Church Street, Manchester, M40 2JN
35 Old Church Street, Manchester, M40 2JN
Unit 7, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
59 - 61 Old Church Street, Manchester, M40 2JN
78 Old Church Street, Manchester, M40 2JF
101 Droylsden Road, Manchester, M40 1HU
12 Brimfield Walk, Manchester, M40 1HX
7 Brimfield Walk, Manchester, M40 1HX
4 Brimfield Walk, Manchester, M40 1HX
1 Brimfield Walk, Manchester, M40 1HX
89 Droylsden Road, Manchester, M40 1HU
77 Droylsden Road, Manchester, M40 1HU
107 Droylsden Road, Manchester, M40 1HU
51 Old Church Street, Manchester, M40 2JN
Unit 6, Rosedale Shopping Centre, Old Church Street, Manchester, M40 2JL
64 Old Church Street, Manchester, M40 2JF
11 Swift Walk, Manchester, M40 1HP
2 Risbury Walk, Manchester, M40 1HN
103 Droylsden Road, Manchester, M40 1HU
105 Droylsden Road, Manchester, M40 1HU
7 Cheldon Walk, Manchester, M40 1HH
5 Cheldon Walk, Manchester, M40 1HH

4 Skilgate Walk, Manchester, M40 1HG
16 Skilgate Walk, Manchester, M40 1HG
14 Brimfield Walk, Manchester, M40 1HX
91 Droylsden Road, Manchester, M40 1HU
22 Skilgate Walk, Manchester, M40 1HG
12 Skilgate Walk, Manchester, M40 1HG
2 Brimfield Walk, Manchester, M40 1HX
97 Droylsden Road, Manchester, M40 1HU
85 Droylsden Road, Manchester, M40 1HU
109 Droylsden Road, Manchester, M40 1HU
18 Skilgate Walk, Manchester, M40 1HG
8 Skilgate Walk, Manchester, M40 1HG
99 Droylsden Road, Manchester, M40 1HU
93 Droylsden Road, Manchester, M40 1HU
13 Regal Walk, Manchester, M40 1HY
3 Brimfield Walk, Manchester, M40 1HX
87 Droylsden Road, Manchester, M40 1HU
111 Droylsden Road, Manchester, M40 1HU
20 Skilgate Walk, Manchester, M40 1HG
11 Brimfield Walk, Manchester, M40 1HX
10 Brimfield Walk, Manchester, M40 1HX
73 Droylsden Road, Manchester, M40 1HU
61 Droylsden Road, Manchester, M40 1HU
115 Droylsden Road, Manchester, M40 1HU

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 - Not Affected
Site of Biological Interest - Name: Rochdale Canal, Stott's Lane - Ducie Street Basin
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH1