

| Application Number | Date of Appln | Committee Date | Ward                   |
|--------------------|---------------|----------------|------------------------|
| 142453/FO/2025     | 1st Apr 2025  | 31 July 2025   | Ancoats & Beswick Ward |

**Proposal** Erection of a six storey building to form 82 residential dwellings (Use Class C3a) with associated landscaping, car parking and boundary treatment

**Location** Land At The West Side Of The Junction Of Grey Mare Lane And Ashton New Road, Manchester

**Applicant** Lola Barlow, Great Places Housing Group

**Agent** Mr Michael Daniels, Bowker Sadler Architecture

## EXECUTIVE SUMMARY

The proposal would create 82 affordable homes in a 6 storey building which would be available for social rent. There would be accessible car parking, cycle provision and landscaping including a communal amenity area.

Two objections have been received.

### Key Issues

**Principle of the proposal and the schemes contribution to regeneration** The proposal is in accordance with national and local planning policies, and would bring significant economic, social and environmental benefits. This brownfield site is in a sustainable location and is an early phase in the delivery of the Grey Mare Lane Masterplan.

All the homes would be affordable available on social rent basis. The proposal would reduce carbon and provide innovative solutions for surface water drainage and biodiversity and a significant area of public realm enhancing connectivity through the site for pedestrians and cyclists.

**Economic** The 82 homes would support the City's growing population. Construction jobs would be created and would support jobs in the supply chain. The planning permission would ensure that local jobs are created during the construction process.

**Social** A local labour agreement would prioritise Manchester residents for construction jobs. Public realm, linkages and green spaces would be created. All the homes would be accessible to meet changing needs of residents. There would be 6 on site accessible parking spaces. The homes would be available on a social rented basis.

**Environmental** This would be a low carbon proposal in a sustainable location. There would be limited on site car parking with residents encouraged to walk, cycle and use

public transport as part of the travel plan. The parking provided would be fitted with an EV charging points. The new areas of public realm, green spaces and linkages would contribute to place making.

Trees would be planted at the site and along street frontages. This would improve biodiversity and create of wildlife habitats. Off site biodiversity would be required to meet the 10% net gain. Surface water risk would be managed through green and blue infrastructure such as rain gardens which would attenuate the water at source. The site is contaminated, but the conditions are not unusual and do not present a risk to human health or the environment subject to an appropriate remediation strategy. The height, scale and appearance would contribute to the area. Secured by Design principles would ensure the development is safe and secure. Waste management would prioritise recycling.

**Impact on local residents and businesses** The impact on daylight/sunlight, overlooking are considered to be acceptable. Construction impacts would not be significant and can be managed. Noise outbreak from plant would meet relevant standards and the operational impacts of the accommodation can be managed. The proposal would have limited parking.

A full report is attached below for Members consideration.

## Description

This 0.28 ha site is bounded by Ashton New Road, Grey Mare Lane, Newcombe Close and Jenkyn Walk.



## Site Location Plan and aerial image

It is used as a surface car park and includes the site for the former The Manchester public house which was demolished in 2019. This part of the site is secured by a boundary treatment and consists of hardstanding associated with the pub. There are mature trees to Ashton New Road.

The site is opposite the south stand of the Etihad Stadium. To the east is the 2 storey Mary D's Beamish Bar. To the west and south are two and three storey terraced homes and maisonettes. These properties form part of the wider Grey Mare Lane housing estate.

The area has good links to public transport with bus stops on Ashton New Road. The Velo Park tram stop is a 5 minute walk to the east, which links to the city centre and Ashton under Lyne. St. Brigid's Primary and East Manchester Academy schools and East Manchester Leisure Centre are to the south and Asda Eastlands is a 0.5 Km walk to the west.

Beswick Hub is to the south along Alan Turing Way. The hub marks one of the early regeneration projects in the area which saw the development of a new leisure centre, college and health centre alongside new public realm.

## **The Proposal**

The proposal is for a 6 storey residential building. The main entrance would be from Ashton New Road with a secondary entrance to the rear from Newcombe Close. Access to a 6 space car park would be from Newcombe Close. A pedestrian footpath would be created to the south linking Newcombe Close to Grey Mare Lane.

82 affordable homes are proposed on a social rent basis. 57 would be 1 bed/ 2 person and 25 would be 2 bed 3 person. All would comply with the requirements of M4(2). 3, 2 bed homes on the 5th level could be adapted into M4(3) 3, 1 bed homes if required.

Some vegetation and trees would be removed. A comprehensive landscaping scheme would be proposed including biodiversity improvements. A communal residents garden area would be created.

New boundary treatment would consist of a combination of railings and masonry walls along with access gates to the car parking area. On site cycle provision would be provided.



***Visual image of the development***

## **The Planning Submission**

This application is supported by the following information:

- Design and Access statement;
- Affordable Housing Statement;
- Planning Statement;
- Air Quality Assessment;
- Crime Impact Statement;
- Energy Statement;
- Green and Blue Infrastructure Statement;
- TV assessment;
- Noise Impact Assessment;
- Arboricultural Assessment;
- Biodiversity Metric;
- Daylight and Sunlight report;
- Flood Risk and Drainage Assessment;
- Ground Conditions report;
- Transport Statement; and
- Waste management strategy.

## **Planning History**

**125187/FO/2019:** Demolition of existing public house building (Use Class A4) and associated hardstanding Approved 3 December 2019

**Land Interest** The City Council has an interest in the site and members are reminded that they must disregard this and exercise their duty as Local Planning Authority only.

## **Consultations**

**Publicity** - The proposal has been advertised as a major development and as being of public interest. Site notices were displayed. Notification letters have been sent to local residents and businesses.

## **Local residents/public opinion/local businesses**

Two objections have been received. The comments can be summarised as follows:

- This proposal is on land which is currently a car park that can accommodate 30 cars. These parking space would be lost to the wider community and only 6 disabled parking spaces would be provided for the 82 apartments, plus a parking space for any maintenance vehicles. Access to the new apartments would also constrict an already difficult road;
- This night time observation in the transport assessment showed use of the existing car park by six residents. It should be noted that there is a high percentage of night workers on this section of the estate, and also a lot of elderly people, who rely on care visits and family visits during the day. Whilst at night only 6 space are taken, during the day this is much higher, but only night observations were carried out;

- No surveys were undertaken during events, when residents experience high level of extra parking, a lot of blue badge holders, also the restriction of access to properties via Hopedale Close, and extra vehicles because of the changes in street parking, the 90 minutes stay puts strain on legitimate street parking for residents;
- The transport statement outlines that the 6 spaces in the existing car park can be accommodated in the wider estate. However, where are the vehicles for the 82 apartments going to be accommodated?
- The applicant states it has been requested that the development is car free. There are good transport links in the area but this does not provide adequate travel. It is also not appropriate to believe that none of the 82 apartments would have cars. If only half of the apartments have a car, that is 41 vehicles to accommodate in the surrounding small part of the estate;
- The application site is in one of the most densely populated areas of the masterplan with one access point available, via Hopedale Close. Previous masterplans showed plans that a new access road would be made from Grey Mare Lane through to meet with Newcombe Walk, to take the strain of new accommodation, but this is not in this planning application;
- More applications are to be submitted for Grey Mare Lane, Hopedale Close and Newcombe Close, where demolition is taking place. This current application includes more apartments than the properties that are being demolished. How can residents be making informed decisions to support planning applications if they are not clear about the wider proposals;
- There have not been enough varied impact surveys across a range of times of day, including match and concert day that impact the area. Granting permission with only looking at short term parts of planning on the masterplan is short sighted if the access and parking is not adequate for this part of the estate with this block.

**Highway Services** the proposal would not have a detrimental impact on the highway network. A servicing management strategy should be agreed along with a travel plan and construction management plan. The proposal would require changes to the highway including the pedestrian link, which should be secured by condition.

**Environmental Health** the homes and any plant should be acoustically insulated. The waste management plan is acceptable. The air quality report is acceptable and EV charging should be installed to the parking spaces. Further details are required in respect of the ground condition including gas monitoring.

**Works and Skills Team** recommend a condition requiring a local labour scheme.

**Flood Risk Management** details of a surface water drainage scheme should be submitted for approval with a management regime and verification report.

**Environment Agency (EA)** no comments received

**Greater Manchester Ecology Unit (GMEU)** The majority of the trees have negligible potential to support roosting bats apart from two which have low potential. A method statement would be required if it is proposed to remove these trees. The trees would

be suitable for commuting and foraging bats to be active around. Nesting birds could be present in the trees and other vegetation. Hedgehogs could be present.

Conditions should require an agreed a plan to ensure trees are protected during the works including hedgehogs and no vegetation works take place in bird nesting season. Lighting should be designed to minimise the impact on bats.

The BNG assessment indicates that there will be a loss of -0.78 habitat units (-33.62%). 1.02 habitat units are required to be purchased to deliver a 10% net gain and for trading rules to be satisfied.

The habitat creation on site would be significant, given the planting of 20 trees (medium distinctiveness) and a 30 year management therefore needs to be secured.

**Greater Manchester Archaeology Advisory Service (GMAAS)** there is no reason to suspect that the proposal would damage or remove any known or suspected archaeological remains.

**Design for Security at Greater Manchester Police** a condition should require the scheme to be carried out in accordance with the Crime Impact Statement.

### **The Development Plan**

The Development Plan consists of: Places for Everyone, The Manchester Core Strategy (2012); and Saved policies of the Unitary Development Plan (UDP) for the City of Manchester (1995).

The Core Strategy is the key document and sets out the long-term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved.

Planning applications in Manchester must be decided in accordance with Places for Everyone, the Core Strategy and saved UDP policies as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 unless material considerations indicate otherwise.

### **Places for Everyone Places for Everyone**

Places for Everyone Places for Everyone is a joint Development Plan Document between the nine Greater Manchester Authorities. The plan was adopted on March 2024. The relevant policies are as follows:

Objective 1: the proposal would provide 82 affordable homes for social rent. The proposal is in a sustainable location and would form one of the first major schemes to come forward at Grey Mare Lane estate as part of the adopted Masterplan.

Objective 2: the proposal would develop a brownfield site close to jobs, amenities and public transport. 1 and 2 bed homes would be provided which would be space standard compliant and be accessible.

Objective 3: jobs would be created during construction.

Objective 4: this proposal would develop a vacant and poor quality strategic site and create a high quality and high density development.

Objective 5: It would reduce inequalities and improve prosperity – The site is close to employment, amenities and educational opportunities.

Objective 6: The proposal would be within walking distance of bus and tram services.

Objective 7: This low carbon proposal includes measures to improve biodiversity.

Objective 8: Biodiversity would be improved and surface water would be managed.

Objective 9: There are amenities and services nearby.

Objective 10: Travel planning would promote use of public transport and the use the local amenities.

JP-Strat14 – A Sustainable and Integrated Transport Network – This would be a high density development close to all public transport. Connections around the site would be improved for pedestrians and cyclists.

JP-S1 – Sustainable Development – The contamination at this brownfield site is not considered to be complex. The buildings would be energy efficient and would meet the highest sustainable standards. ASHP would generate renewable technology. Biodiversity would be improved through landscaping and the provision of green roofs. Water and recycling would be managed to support a sustainable development.

JP-S2 – Carbon and Energy – The proposal would exceed current Building Regulations.

JP-S4 – Flood Risk and the Water Environment – The proposal would be supported by a surface water drainage system.

JP-S5 – Clean Air – The site is in the Manchester AQMA but this proposal would not exacerbate current air conditions. Measures would control dust and impacts from construction and earthwork activities. When the site is operational, a travel plan would promote the accessible location and promote public transport, walking and cycling. There would be cycle spaces including washing facilities.

JP-S6 – The waste hierarchy would include recycling facilities. Waste would be minimised through the construction process.

Policy JP-S7: Resources would be consumed during construction. The proposal would be highly efficient and low carbon.

Policy JP-H3: The proposal would include homes in a variety of sizes. All would be M4(2) compliant with the opportunity to adapt 3 to be M4(3) complaint.

Policy JP-H4: This would be a high density development in a sustainable area.

JP-J1 – Supporting Long Term Economic Growth –Local employment would be created through construction and would be supported by a Local Benefit Proposal.

JP-G1 – Landscape Character – The tree planting and hard and soft landscaping enhance the setting of the proposal. A pedestrian link would be created between Newcombe Walk and Grey Mare Lane.

JP-G2 – Green Infrastructure Network – Trees would be planted along with other planting. Off site biodiversity gains would be secured.

JP-G6 – Urban Green Space – The public realm would improve the setting to the building and the highway network. A pedestrian link would be created between Newcombe Walk and Grey Mare Lane.

JP-G7 – Trees and Woodland – Native trees would be planted. Biodiversity and the character of the area would be improved. Trees would be planted in amenity areas.

JP-G8 – A net enhancement of biodiversity and geodiversity – The tree planting and vegetation would improve biodiversity on site. Off site biodiversity would need to be secured to meet the 10% net gain requirement.

JP-P1 – Sustainable Places –Public realm and landscaping would enhance the setting of the building and improve the character of the area, particularly on Ashton New Road and Grey Mare Lane. The building would be energy efficient and meet current standards. Water would be managed on site in line with sustainability principles. The proposal and the public realm would be legible and accessible.

JP-P5 – Education, skills and knowledge – A social value strategy would promote access to employment for local residents during construction and when the building is operational. The applicant would work with the Council's works and skills team to ensure that local residents have access to jobs.

JP-P6 – Health – The proposal would support active travel to and around the site in the interest of health and wellbeing.

JP-P7 – Sport and Recreation – The proposal would create on site amenity space, public realm, and link to other areas of open space and recreation, which promotes health and wellbeing for residents, visitors and those working at the site.

JP-C1 – An Integrated Network – The proximity to public transport should minimise car trips. The highway would be improved to ensure safe pedestrian movement. Secure cycle spaces would be created. Trips during construction would be managed to minimise the impact on the local highway network.

JP-C3 – Public Transport – The site is close to accessible forms of public transport and the pedestrian environment and walking and cycling routes would be improved.

JP-C4 – The Strategic Road Network – Modelling has demonstrated that the proposal would not result in any undue harm to the capacity of the highway network. There would be no on site parking, with the exception of accessible bays, with residents encouraged choose sustainable travel options. The local highway network would be improved to make access and egress safe for vehicles and pedestrians. Construction impacts would need to be carefully managed.

JP-C5 – Streets for All – The public realm would be accessible.

JP-C6 – Walking and Cycling – linkages around the site would be improved including the creation of a pedestrian link between Newcombe Close and Grey Mare Lane.

JP-C8 – Transport requirements of new developments –The pedestrian environment would be improved. There would be safe and convenient access to public transport. A cycle store would be created.

JP-D2 – Developer Contributions – A legal agreement would secure a monitoring arrangement for the on site biodiversity.

### **Manchester Core Strategy Development Plan Document (July 2012)**

The relevant policies within the Core Strategy are as follows:

**SO1. Spatial Principles** –The proposal would deliver high quality affordable homes in a sustainable location in a strategic regeneration area.

**SO2. Economy** – Affordable Homes in this sustainable location would support economic growth and job creation. The construction would create jobs.

**S06. Environment** – The proposal would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction. There would be a travel plan and cycle provision.

**Policy SP1 ‘Spatial Principles** – The proposal and public realm would improve visual amenity and contribute positively to the street scene and enhance the area.

**Policy T1 ‘Sustainable Transport’** – There is access to all public transport modes including tram, rail and bus routes. The site is close to city centre amenities.

**Policy T2 ‘Accessible areas of opportunity and needs’** - A transport assessment and travel plan demonstrate that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable transport.

**Policy H1 ‘Overall Housing Provision’** – This is a high-density development on a previously developed site in a sustainable location. The accommodation includes 1, and 2 bed homes. Amenity spaces, cycle and waste management would ensure this is a sustainable development.

**Policy H2 'Strategic Housing Location'** – The proposal would develop a brownfield site in east Manchester and deliver good quality accommodation in a sustainable area. The fabric would be efficient with sustainable features and drainage.

**Policy H4 'East Manchester'** – The proposal would provide 82 homes. The majority would be for 1 and 2 people and all would be affordable on a social rented basis.

**Policy H8 'Affordable Housing'** – The proposal would provide 82 affordable homes on a social rent basis. They would be delivered by Great Places Housing Group through grant. This would exceed the 20% target.

**Policy EN1 'Design principles and strategic character areas'** - This scheme would enhance the regeneration of the area.

**EN4 'Reducing CO<sub>2</sub> emissions by enabling low and zero carbon development'** – The fabric would be energy efficient and minimise energy demands. A travel plan and cycle provision are proposed.

**Policy EN5 Strategic Areas for low and zero carbon decentralised energy infrastructure** The proposal has a robust energy strategy.

**Policy EN6 'Target framework for CO<sub>2</sub> reductions from low or zero carbon energy supplies'** - The buildings functions would reduce energy demands. The building fabric would be high quality and energy costs should remain low.

**Policy EN9 'Green Infrastructure'** –The soft landscaping and trees would enhance biodiversity and improve green infrastructure.

**Policy EN11 (Quantity of Open Space, Sport and Recreation)** – An enhanced pedestrian link would be created through the site and external amenity areas created.

**Policy EN14 'Flood Risk'**- A scheme to minimise surface water runoff would be agreed.

**Policy EN15, 'Biodiversity and Geological Conservation'** – The site has low potential for bats and the impact on birds can be mitigated. Biodiversity improvements are included.

**Policy EN16 'Air Quality'** Construction activities would be carefully controlled to minimise impact on air quality. This is a car free proposal and active travel would be encouraged. Air quality would not be worsened subject to mitigation.

**Policy EN17 'Water Quality'** - Surface water runoff would be minimised. Historic uses means that below ground contamination could impact on ground water and remediation measures are required to minimise this risk.

**Policy EN18, 'Contaminated Land'** – Ground conditions can be addressed. The former use of the site requires extensive remediation and conditions would protect ground water and ensure the site is appropriately remediated.

**EN19 'Waste'** – The waste management strategy includes recycling principles.

**Policy DM1 'Development Management'** - Careful consideration has been given to the buildings' design, scale and layout and any impacts on residential amenity from loss of privacy and daylight and sunlight.

**PA1 'Developer Contributions'** states that where needs arise because of development, the Council will seek to secure planning obligations. A legal agreement would be prepared to secure a monitoring fee for the biodiversity.

For the reasons given above, and within the main body of this report, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

### **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:

**Saved Policy DC7 'New Housing Developments'** – This would be a high quality accessible development.

**Saved policy DC20 Archaeology** there would be no implications for archaeology.

**Saved policy DC26, Development and Noise** - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

### **Other material policy considerations**

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

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people, pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;

Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the

scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.

Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;

Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

The proposal would form a large and prominent building in an area where change is expected to take place as part of the delivery of the Grey Mare Lane Masterplan.

High quality materials would be used both for the building and hard landscaping. Secured by Design principles are incorporated with measures to ensure a fully accessible development.

### **Manchester Residential Quality Guidance (2016)**

The City Council's Executive has recently endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

This would be a high density development and would mark one of the first major schemes to come forward as part of the delivery of the Grey Mare Lane masterplan. The homes provided which would be space standard compliant and accessible. This would be a car free development with residents encouraged to use sustainable travel choices and the amenities. Biodiversity improvements would be provided on and off site.

### **Manchester Green and Blue Infrastructure Strategy 2015**

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond

4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Trees would be retained and on site green infrastructure would be enhanced.

### **Grey Mare Lane Regeneration Masterplan (2021)**

In November 2021 the Council Executive endorsed the Grey Mare Lane Regeneration Masterplan. The aim of the document is to support the comprehensive regeneration program to introduce new homes within the Grey Mare Lane Estate.

The overall mix should be: 1 bed 33%, 2 bed 47% and 3+beds 20%. It is proposed that any development going forward as part of the regeneration of the Estate will need to demonstrate that it contributes to the above proportion fairly.

The application site is identified as a key development plot in the masterplan for residential development. The masterplan acknowledges the position of the site at the junction of Ashton New Road and Grey Mare Lane and considers increased scale can be accommodated provided it responds to the adjacent low rise context.

The masterplan also advocates that Newcombe Close should be realigned to connect directly to Grey Mare Lane to simplify vehicle movement within the estate. Vehicle access should be provided from Newcombe close.

There are a number of existing trees to the perimeter of the site which should be retained where ever possible.

The proposed development would bring forward a residential development in line with the masterplan. At 6 storeys, the scale of the development would respond to the sites corner plot. The trees to the perimeter of the site would be retained and incorporated into the scheme.

A new pedestrian route would be created between Newcombe Close and Grey Mare Lane to increase permeability.

The proposal would see the creation of 70% one beds in excess of the mix outlined in the masterplan. There are a number of viability constraints associated within developing the site, however, this can be balanced when other sites are brought forward by the applicant and the Council in the masterplan area.

### **National Planning Policy Framework (2024)**

The revised NPPF re-issued in December 2024. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

*Section 5 ‘To support the Government’s objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. The overall aim should be to meet an area’s identified housing need, including with an appropriate mix of housing types for the local community. (paragraph 61).*

Paragraph 66 states where major development involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent, other affordable housing for rent and affordable home ownership tenures.

This proposal would redevelop a brownfield site in a key regeneration area for 82 one and two bed affordable homes, on a social rented basis.

Section 8 ‘Promoting Healthy and Safe Communities’ states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96).

The proposal would be safe and secure. Cycle parking is provided. Green infrastructure would be provided alongside a new communal garden area.

Section 9 ‘Promoting Sustainable Transport’ states that ‘significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health’ (paragraph 110).

In assessing applications for development, it should be ensured that: appropriate opportunities to promote sustainable transport modes can be – or have been – taken up, given the type of development and its location; safe and suitable access to the site can be achieved for all users; and, the design of streets, parking areas, other transport elements and the content of associated standards reflects national guidance including the National Design Guide and National Model Design Code; any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 115).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116).

Within this context, applications for development should: give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use; address the needs of people with disabilities and reduced mobility in relation to all

modes of transport; create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; allow for the efficient delivery of goods, and access by service and emergency vehicles; and, be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations. (paragraph 117).

All developments that generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

The site is well connected to bus and trams which would encourage sustainable travel. This would be a car free development with the exception of accessible bays. There would be no unduly harmful impacts on the traffic network with physical and operational measures to promote non car travel. A travel plan and operational management would be secured as part of the conditions of the approval. There would be improvements to the public realm around the site to aid movements alongside a wider package of highway improvements.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 124).

Planning decisions should: encourage multiple benefits from urban land, including through mixed use schemes and taking opportunities to achieve net environmental gains – such as developments that would enable new habitat creation; recognise that some undeveloped land can perform many functions, such as for wildlife, recreation, flood risk mitigation, cooling/shading, carbon storage or food production; give substantial weight to the value of using suitable brownfield land within settlements for identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land; promote and support the development of under-utilised land and buildings especially if this would help to meet identified needs for housing where land supply is constrained and available sites could be used more effectively; and, support opportunities to use airspace above existing residential and commercial premises for new homes. (paragraph 125)

Paragraph 130 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF.

The scale and density of the proposal is considered to be acceptable and represents and efficient use of land. The residential and hotel elements would be created on a site identified to for this purpose. The site is close to sustainable transport infrastructure. A travel plan would encourage the use public transport, walking and cycle routes to the site.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning

and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. So too is effective engagement between applicants, communities, local planning authorities and other interest throughout the process” (paragraph 131).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping; are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities); establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit; optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public spaces) and support local facilities and transport networks; and create places that are safe, inclusive and accessible and which promote health and well being, with a high standard of amenity for existing and future users and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience (paragraph 135).

Trees make an important contribution to the character and quality of urban environments and can also help to mitigate and adapt to climate change. Planning decisions should ensure that new streets are tree lined, that opportunities are taken to incorporate trees elsewhere in developments, that appropriate measures are in place to ensure the long term maintenance of newly placed trees and that existing trees are retained wherever possible (paragraph 136).

Development that is not well designed should be refused, specifically where it fails to reflect local design policies and government guidance on design. Conversely, significant weight should be given to: development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or outstanding or innovative design which promote high levels of sustainability, or help raise the standard of design more generally in an area so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

The design would be highly quality and complement the distinctive architecture within the area. The buildings would be sustainable and low carbon. Biodiversity, green infrastructure and water management measures are included within the public realm. Street trees would be planted.

Section 14 ‘Meeting the challenge of climate change, flooding and coastal change’ states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of

existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 161).

New development should be planned for in ways that: avoid increased vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaptation measures, including through the planning of green infrastructure; and can help to reduce greenhouse gas emissions, such as through its location orientation and design. Any local requirements for the sustainability of buildings should reflect the Government's policy for national technical standards (paragraph 164).

In determining planning applications, Local Planning Authorities should expect new development to: comply with any development plan policies on local requirements of decentralised energy supply unless it can be demonstrated by the applicant, having regard to the type of development involved and its design, that this is not feasible or viable; and take account of landform, layout, building orientation, massing and landscaping to minimise energy consumption (paragraph 168).

The buildings fabric would be highly efficient and it would predominately use electricity. The landscaping scheme would include trees and planting, Efficient drainage systems would manage water at the site.

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of sol, air, water or noise pollution or land instability and remediating contaminated land.

The high performing fabric of the building would ensure no unduly harmful noise outbreak on the local area. Biodiversity improvements would be provided in the form of trees and landscaping which is a significant improvement based on the current condition of the application site.

Paragraph 196 outlines that planning decisions should ensure that a site is suitable for its proposed use taking account of ground conditions and any risks arising from contamination (a).

There is contamination at the site from the former land uses/buildings. The ground conditions are not usual or complex for this part of the city and can be appropriate remediated.

Paragraph 198 outlines that decisions should ensure that ne development is appropriate for its location taking into account the likely effects of pollution in health, living conditions and the natural environment. There would be some short term noise impacts associated with the construction process but these can be managed to avoid any unduly harmful impacts on amenity.

There are not considered to be any noise or lighting implications associated with the operation of the development.

Paragraph 199 states that decisions should sustain and contribute towards compliance with relevant limit values or national objectives for pollutants, taking into account the presence of Air Quality Management Areas and Clean Air Zones. Opportunities to improve air quality or mitigate impacts should be identified, such as through traffic and travel management, and green infrastructure provision and enhancement.

The proposal would not worsen local air quality conditions and suitable mitigation can be put in place during the construction process. There would be a travel plan and access to public transport for occupants of the development.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development proposals that accord with an up-to-date development plan without delay.

### **Planning Policy Guidance (PPG)**

The relevant sections of the PPG are as follows: Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

A construction management plan would include dust management measures to minimise the impact of the construction process.

This would be a car free development. A travel plan would encourage sustainable travel. Trains, trams and bus serves are nearby.

*Noise* states that Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

A construction management plan would include measures to minimise noise impacts of the construction process.

The ground floor commercial uses would be treated to prevent noise outbreak. The plant would adhere to the Council's noise criteria to ensure that it is suitable for use given the close proximity of homes.

*Design* states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings • scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

The siting, scale and appearance of the building would result in a prominent building, at the junction of Ashton New Road and Grey Mare Lane. The materials and architecture would reflect its position.

*Health and well being* states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation).

A new communal garden would be created along with on site cycle provision.

*Travel Plans, Transport Assessments* in decision taking states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

This is a highly accessible location. Modelling has demonstrated that there would be no unduly harmful impact on the highway network. Amendments to the highway would ensure that access and egress is safe. A wide range of public transport options are nearby including rail, tram and bus, with pedestrian and cycle routes.

### **Other legislative requirements**

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 and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. 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.

### **Principle of the proposal and the schemes contribution to regeneration**

Manchester is the fastest growing city in the UK. The population is expected to increase considerably by 2030, and this, together with trends and changes in household formation, requires more housing. Around 3,000 homes are required each year and the proposal would contribute towards this. Providing the right quality and diversity of housing is critical to maintaining growth and success.

This is a brownfield site in a prominent location at the junction of Ashton New Road and Grey Mare Lane and is a gateway site into the Grey Mare Lane estate. The Grey Mare Lane Masterplan identifies sites for high density residential development. This is one of the first applications to come forward since the masterplan was adopted.

The proposal reflects the aspirations of the Masterplan, delivering homes and contributing positively towards the economic, social and environmental requirements of policies EC3, H1 and H4 of the Core Strategy. The layout and scale of the proposal reflects the objectives of the Masterplan.

82 homes would be delivered including one- and two-bed apartments and these would be consistent with the City's space standards, with all one-bedroom homes suitable for 2 people. All would be for social rent.

This proposal would transform a previously developed, brownfield site in a sustainable and well-connected location. The proposals would provide enhanced

links through the site to improve connections to Grey Mare Lane. It would complement and integrate with the character of Grey Mare Lane and respond to its position on Ashton New Road. This is considered in detail elsewhere in this report.

The proposal would deliver significant economic and social benefits including construction jobs and jobs in the supply chains. A local labour agreement would enable the full employment benefits to be captured.

The socioeconomic benefit associated with the development of this underutilised and contaminated site are significant and the regeneration would support economic and population growth, create jobs and increase local spending.

The proposal would be consistent with the regeneration framework and would complement and build on the City Council's regeneration initiatives. The proposal is therefore considered to be consistent with sections 1 and 2 of the National Planning Policy Framework, and Core Strategy policies H1, H2, H4, SP1, EN1 and DM1. As such, it is necessary to consider the potential impact of the proposal.

### **Affordable Housing**

Policy H8 requires development to contribute to the City-wide target for 20% of new housing to be affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide 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.

This application proposes 82 new homes which would be available on an affordable social rented basis. The delivery mechanism for the new homes would be by grant which can be obtained by the applicant, Great Places Housing, who is a registered provider.

The proposal exceeds the requirements of policy H8 and the NPPF. The affordable housing would be secured by way planning condition.

### **Accommodation mix**

Policies SP1, H1, H2 and H4 seek to prioritise family housing and other high value, high quality development where this can be sustained within East Manchester.

The Council's housing need assessment also recommends that a broad mix of affordable dwelling sizes is required as part of new development (20% 1-bed, 39% 2-bed, 33% 3-bed and 8% 4+ bed).

In new developments, the total number of one bed homes should not exceed 33% in order to achieve a more sustainable and stable population. 70% of the homes would be one bedroom accommodation which would be contrary to the above approach.

The delivery of the scheme has been affected by a number of significant viability constraints from third party interest in the land, changes to fire regulations, introduction of a new footpath link, BNG requirements, requirements of a substation and alterations to the highway.

The proposal would not be viable if the number of one bed homes were reduced. The applicant recognises the number of one beds proposed would not meet the Council's objectives to create a balanced and sustainable community. They are working with the Council to bring forward other sites in the master plan area that would rebalance this mix and bring forward larger properties. Other sites do not have the same viability constraints.

### **Climate change, sustainability and energy efficiency**

This is a low carbon proposal in a highly sustainable location with excellent access to public transport. The construction process would incorporate sustainability principles to minimise and recycle waste, ensure efficient vehicle movements and sourcing and use of materials.

The building would be all electric and benefit as the grid decarbonises. The fabric would be highly efficient, with triple glazed windows, to prevent heat loss with energy saving fixtures and fittings such as LED lighting and a mechanical ventilation with heat recovery system. The heating and cooling systems would be highly efficient. Renewable energy would be used with air and hot water heat pumps providing domestic hot water. Water consumption would be minimised, and materials and products would be sourced responsibly. Waste management arrangements would prioritise recycling. The applicant intends to continue to explore using solar panels if this is practical and viable.

These measures would enable the proposal to achieve a 25.13% improvement in primary energy and 62.88% improvement in carbon above Part L (2021). This is in excess of the requirement of policy EN6 of the Core Strategy and JP-S2 of PfE.

The 6 parking space would be fitted with EV charging points. A travel plan would encourage residents to use public transport and reduce vehicle trips. There would be 100% cycling provision.

The proposal would be adapted to climate change using and remediating a brownfield site, providing green infrastructure including landscaping, trees and an efficient drainage system to minimise the effects of surface water, including permeable paving (in line with JP-S1 of Places for Everyone).

## **Layout, scale and appearance**

The design would deliver the strategic objectives of the Grey Mare Lane Masterplan in terms of its siting, scale, appearance and contribution to place making and comply with policies SP1, EN1 and DM1 of the Core Strategy.

The proposal would have built form to Ashton New Road and Grey Mare Lane and would respond to this prominent corner plot. The main entrance would be along Ashton New Road with a secondary entrance to the rear from the car park.

The building would screen the rear car park which would be visible only from Newcombe Close. Boundary treatment and planting would help screen the area and provide a suitable setting to the building.

A communal residents garden would be created to the rear of the building. A pedestrian link would connect Newcombe Close and Grey Mare Lane which would improve permeability. A substation would be provided at the entrance of the car park.



## **Site layout**

The ground floor of the building would comprise homes with an internal bin store and plant area. The ground floor homes would have 'own front doors' and small private terraces/ front gardens. 76 of the 82 upper floor homes would have a balcony.

The building would be one of the tallest buildings in the area. The site can accommodate a building of this scale due to its corner plot position onto Ashton New Road which is a main road route. The site is directly opposite the south stand of the football stadium.

Grey Mare Lane is generally a low rise residential area and the nearest homes are two and three storeys on Newcombe Close and Jenkyn Walk.

The siting and scale of the proposal steps down to 3 storeys where it is closest to homes on Jenkyn Walk. This would ensure the scale is comparable in height where there is a relationship with these properties to minimise impacts.



***Visual of the proposed building at the Junction of Grey Mare Lane and Ashton New Road***



Ashton New Road Street Elevation

***Elevation of Ashton New Road showing the relationship with Jenkyn Walk***

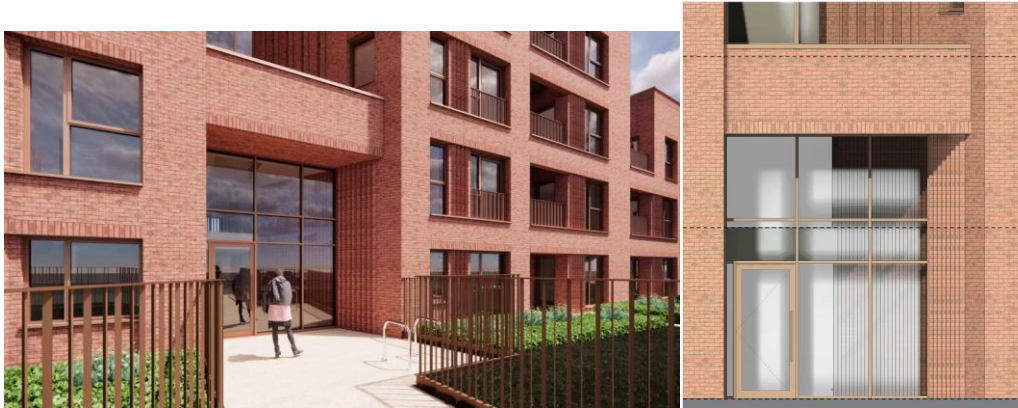
There is a vacant site to the south on Hopedale Close. This proposal not preclude development coming forward on this site.



Grey Mare Lane Street Elevation

***Grey Mare Lane streetscene including with the south stand to the north and indicative building plot to the south***

The predominant material would be a red brick. A clear grid form would provide a clear vertical and horizontal order to the building. The main entrance would have a deep reveal with a large glazed entrance. Brickwork detailing would add depth, texture and rhythm with a sawtooth pattern.

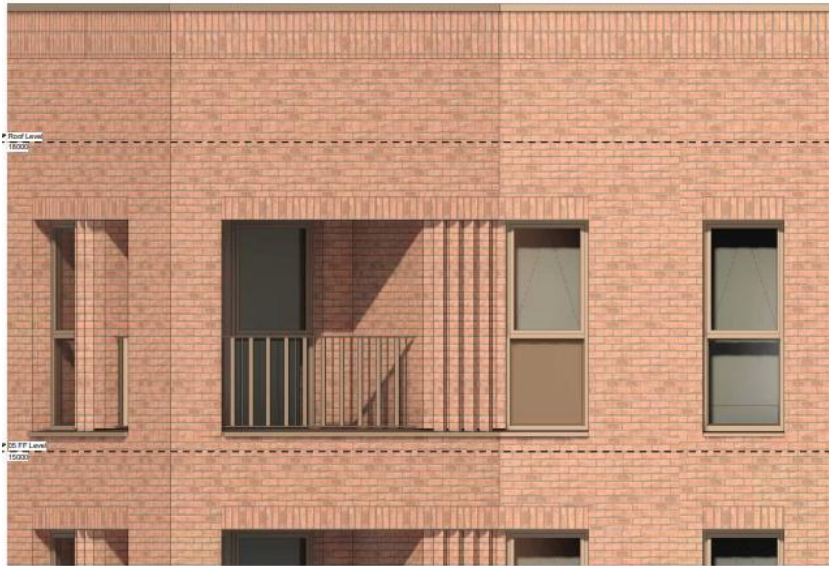


***New entrance to Ashton New Road***

The sawtooth brick detailing is proposed around deep window reveals at the upper levels. Slim profile windows would be used and the colour would complement the brickwork. The balcony balustrade would complement the serrated brickwork texture with vertical metal flats arranged at alternate angles which offers a bespoke detail.



***Bespoke balcony detail***



### ***Window reveals and balcony details***

The siting, scale and appearance meets the required standard of design for one of the key plots within the Grey Mare Lane masterplan. The siting responds to the corner plot and provides a new gateway into the Grey Mare Lane estate. Whilst this would be a large building, the scale is appropriate for its location. The massing would reduce where it is close to existing low rise homes and it is not considered that any unduly harmful impacts would arise.

The appearance would be appropriate with brick detailing and bespoke elements which would provide interest to the façade. Final materials would be agreed by planning condition to ensure that the appearance of the building is delivered to the standard outlined above.

### **Impact on Archaeology**

GMAAS have advised that there is no reason to suspect that the site would damage or remove any known or suspected archaeological remains. No further mitigation is required in this regard.

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

The landscape buffer to Ashton New Road would be retained and modified to create a new pedestrian entrance. This would improve permeability and bring natural surveillance to the area. A new pedestrian route linking Newcombe Close and Grey Mare Lane would enhance permeability and deliver on a key masterplan objective.



### Landscaping proposals

A communal garden would be created. There would be small terraces to the ground floor homes and balconies (to the rear) for the upper floor homes. The boundary treatment would be a combination of low masonry wall and railings to Grey Mare Lane and Newcombe Close and metal railings to Ashton New Road and the parking areas. This would improve visual amenity to Grey Mare Lane.



***Image of the rear of the apartment building including communal garden and boundary treatment***

### **Impact on Ecology**

An ecological appraisal concludes that the proposal would not cause significant or unduly harmful impacts to local ecology. Greater Manchester Ecology Unit (GMEU) agree with its findings. The proposal could impact on bats, birds and hedgehogs. Vegetation should not be removed in bird nesting season and management plans should be put in place to minimise disruption to bats and hedgehogs.

### **Impact on Trees**

The 5 individual trees and 3 group trees at the site have been subject to an arboricultural assessment and are classified as follows:

- Category B (Moderate Value) – 3 individual trees and 3 Group Trees
- Category C (Low Value) – 2 individual trees



### ***Existing tree coverage at the application site***

All 3 group trees would be retained along with a category C individual tree. The remaining individual trees would be removed.

Policy EN9 states that new development should maintain green infrastructure. Where the benefits of a proposal are considered to outweigh the loss of an existing element of green infrastructure, the developer should demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

As many of the mature trees as possible have been retained. Not all could be retained if the site is to be developed in a way which would deliver the regeneration objectives. The proposal would deliver significant regeneration benefits. 19 trees would be planted to mitigation those lost. This would bring biodiversity benefits which are considered in this report. This would satisfy policy EN9 of the Core Strategy.

### **Impact on Biodiversity**

The Environment Act 2021 requires all planning permissions to include a condition that requires a biodiversity net gain plan, to ensure the delivery of a minimum of 10% measurable biodiversity net gain. This net gain can be carried out either onsite, offsite or through the purchase of 'biodiversity credits'. Both onsite and offsite mitigation must be maintained for at least 30 years.

Policy EN15 of the Core Strategy requires enhancement, restoration or creation of new biodiversity, either on or adjacent to the site. Policy JP-G7 and JP-G8 of PfE requires two trees to be planted for every tree lost together plus biodiversity enhancements.

The site is primarily hardstanding, modified grassland and urban trees, with some small, developing areas of scrub. The proposal would result in net loss of -33.62% and 0.78 habitat units. 1.02 habitat units are required to offset habitat losses and achieve a 10% net increase.

The landscaping scheme has provided some mitigation against the biodiversity loss but off site provision would be required to meet the total number of habitat units. This would be secured through an off site habitat bank. This should be maintained, managed and monitored for 30 years. A legal agreement is required to secure a fee for monitoring the on site biodiversity improvements.

## **Effects on the Local Environment/ Amenity**

### **(a) Sunlight, daylight and overlooking**

#### ***Sunlight and daylight***

An assessment of the impact on the daylight and sun light received by surrounding properties has been undertaken. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

The following homes were assessed:

- 1,3,5 & 7 Jenkyn Walk,
- 21 Newcombe Close,
- 15-17 Newcombe Close,
- 115,117 & 119 Newcombe Close, and
- 13a Grey Mare Lane, Manchester.

In determining the impact of the development on daylight and sunlight, consideration should be given to paragraph 130 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site, as long as the resulting scheme would provide acceptable living standards.

The BRE guidelines provide the requirements governing daylight to existing residential buildings around development sites. The light available to a window depends on the amount of unobstructed sky that can be seen from the centre of the window. The amount of visible sky and amount of available skylight is assessed by calculating the vertical sky component (VSC) at the centre of the window. The guidelines advise that bathrooms, toilets, storerooms, circulation areas and garages need not be analysed. They also suggest that distribution of daylight within rooms is reviewed although bedrooms are considered to be less important.

The BRE guidelines also sets out a more detailed tests that assesses the daylight conditions in rooms. These include the calculation of the No Sky (NSL) which determines the level of illumination.

Where a VSC result show that a room would be adversely impacted, an NSL analysis should be prepared to enable a more informed view to be taken as to the overall impact on daylight levels.

For sunlight, there is a requirement to assess main windows which face within 90 degrees due south. Windows which do not face within 90 degrees due south do not get direct sunlight.

A summary of the daylight impacts are detailed below:

**1,3,5 & 7 Jenkyn Walk** are two storey homes whose east facing windows overlook the site. 12 windows to 12 rooms have been assessed and 3 would meet the 27% VSC target. 8 windows would achieve a target of 21.6% with the remaining window achieving 21.8%.

6 of the 12 rooms would experience a negligible impact on daylight distributions with the remaining rooms experience a low level of change.

There would be no impact on sunlight to the 12 rooms considered and would continue to achieve the annual and winter sunlight targets.

There would be a modest impact on daylight to these homes. The level of change is not considered to be of a magnitude to warrant refusal of the application particularly given change is identified within this area.

**21 Newcombe Close** is a 2-storey home. 3 windows to 3 rooms have been assessed and 2 would meet the 27% VSC target or retain figures of at least 0.8x the measured baseline value. The remaining window would achieve 25.56% VSC which is considered to be well above the acceptable tolerance target of 21.6%.

As the magnitude of change in VSC for this window is low, retaining 0.79x the baseline value it is unlikely to be noticed by an occupant. All 3 rooms would pass the NSL test, experiencing negligible impacts on daylight distribution.

There are no windows that are orientated more than 90 degrees from due south therefore there are no sunlight implications.

The daylight amenity impact on this building are negligible and therefore no significant.

**15-17 Newcombe Close** are 1 storey, ground floor, homes. 2 windows to 2 rooms would continue meet BRE guidelines.

There are no windows in this development that are orientated more than 90 degrees from due south therefore there are no sunlight implications.

**115,117 & 119 Newcombe Close** are 2 storey homes. 12 windows to 12 rooms have been assessed and 8 windows would continue to meet the 27% VSC target, or retain VSC figures of at least 0.8x the baseline value. The remaining 4, would retain VSC values of between 23% and 25%, which is above the target of 21.6%.

Each of these windows would also retain at least 0.73x baseline values, equating to low magnitudes of change in VSC. 10 of the 12 habitable rooms would pass the NSL test, experiencing negligible impacts on daylight distribution. The remaining two

rooms would experience low magnitudes of change in the NSL. They achieve VSCs of 23% and 24% and would receive direct daylight to more than 70% of their area. The impact on these rooms is minor, and not significant.

There are no windows in this development that are orientated more than 90 degrees from due south therefore there are no sunlight implications.

The daylight amenity impact on this neighbouring building are negligible and therefore no significant.

**13a Grey Mare Lane** is a first floor flat. 2 windows to serving 2 rooms were assessed and 1 would continue to meet the VSC targets. The remaining window would achieve a VSC of 25.5% VSC. The change could be noticeable to the occupants of the flat because of the very high levels of daylight currently received as it outlooks an open parcel of land.

1 habitable room out of 2 appraised would pass the NSL test, experiencing negligible impacts on daylight distribution. The remaining room would experience a reduction in the NSL which could be noticeable. Two thirds of this room would continue to receive direct daylight. It should be noted that as the property current overlooks an open parcel of land, this inflates the magnitude of change in the NSL.

There would be no impact on sunlight to the 2 rooms and would I continue to achieve the annual and winter sunlight targets.

The daylight amenity impact on these neighbouring building is acceptable in this instance and would not result in a magnitude of change which would warrant refusal of the application.

### **Overlooking**

The nearest properties are 1,3,5 & 7 Jenkyn Walk which would be 18m from the front façade of the proposal. The proposal reduces to 3 storeys at the closest point which should reduce any impacts.

There would be living room windows along the western façade overlooking Jenkyn Walk but the gap between the properties, in excess of 18 metres, would be acceptable and not reduce in any undue loss of privacy from overlooking.

#### **(a) TV reception**

A TV reception survey has concluded that there is unlikely to be any interference with digital terrestrial and satellite television. This would be closely monitored during the works and a condition would require of a post completion survey to be undertaken to verify any impacts and secure mitigation if required.

#### **(b) Air Quality**

An air quality assessment has considered air quality impacts during construction and when the development is complete/occupied, and whether mitigation is required.

The construction phase assesses effects of dust and particulate emissions from site activities and materials movement based on a qualitative risk assessment method based on the Institute of Air Quality Management's (IAQM) 'Guidance on the Assessment of Dust from Demolition and Construction' document, published in 2014.

The assessment of the potential air quality impacts when the proposal is complete/occupied has focused on the predicted impact of changes in ambient nitrogen dioxide (NO<sub>2</sub>) and particulate matter with an aerodynamic diameter of less than 10 µm (PM<sub>10</sub>) and less than 2.5 µm (PM<sub>2.5</sub>) at key local receptor locations. The magnitude and significance of the changes have been referenced to non-statutory guidance issued by the IAQM and Environmental Protection UK (EPUK).

A part of the site is in the Greater Manchester Air Quality Management Area (AQMA), where air quality conditions are known to be poor from emissions from the road network, along Ashton New Road. The remainder of the site is outside of the AQMA but close to it.

The air quality assessment has considered the impact of the proposal on the AQMA. Sensitive receptors including residential properties and the school are predicted to experience significant changes in traffic flow. No ecological receptors were identified at the site.

The main emissions during construction are from dust and particulate matter from earthworks, particularly during the dry months, from construction materials and/or vehicle emissions for construction waggons. The construction activities are likely to give rise to short term but predictable impacts on dust and particulate matter concentrations on the surrounding area. The likely source of this is vehicle emissions, dirt on the highway, demolition and wind effects on stockpiling of material.

Good on site practices would mitigate dust and air quality impacts and ensure they do not have a significant on nearby residents and local air quality conditions. This should remain in place for the duration of the construction period and should be a condition of the planning approval.

The impact on air quality when the proposal is occupied is likely to be from vehicle emissions and the associated impact on nitrogen oxide and particulate matter.

6 on site parking spaces are proposed. The impact of vehicle emissions and the effects of changes in traffic flow in relation to nitrogen oxide and particulate matter would be negligible.

Exceedances of nitrogen oxide and particulate matter are not predicted on site or on the AQMA. The proposal would support sustainable travel. All parking spaces would be fitted with an EV charging point and 100% cycle spaces are proposed.

A travel plan would promote sustainable travel and the use of nearby walking and cycling routes and the proximity to the city centre. A mechanical ventilation system would ensure that air intake would be fresh and free from pollutants. The building would be an all electric system.

Environmental Health concur with the conclusions and recommendations of the air quality report. The 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 paragraphs 110 and 199 of the NPPF in that the proposal would have no detrimental impact on existing air quality conditions.

### **Noise and vibration**

The main sources of noise would be from: plant and construction activities. The acoustic specification would limit noise ingress from external noise, particularly from nearby roads and the adjacent sporting campus.

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

The main source of noise to the homes would be from traffic on nearby roads. A mechanical ventilation system and appropriate glazing would ensure that noise levels in the homes are acceptable. This would be subject to verification prior to occupation.

Provided that construction activities are carefully controlled, and the plant equipment and residential and commercial accommodation are 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**

Sufficient space would be provided in the building for the storage and recycling of waste. The building would have a 57.8 sqm refuse store which exceeds Council guidelines and would cater for all waste and recycling streams.

Waste removal would take place in the rear car parking area with vehicles reversing in off Newcombe Close. The waste bin would be moved to this area on collection day by the on site management team.

The refuse arrangements are acceptable to Environmental Health in order to satisfy policies EN19 and DM1.

### **Accessibility**

All entrances would be level. All upper floors are accessible by lifts and internal corridors would be a minimum of 1500mm. All the homes would conform to the requirements outlined in Approved Document M4(2) Category 2: 'accessible and adaptable dwellings' (AD M4 2). The homes could be adapted over time to meet the changing needs of its occupants including older and disabled occupants. There would be 6 accessible parking bays, all fitted with an electric car charging point.

### **Flood Risk/surface drainage**

The site is in flood zone 1 and in a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network. These areas are particularly sensitive to an increase in surface water run off and/or volume from proposals which may exasperate local flooding problems. Policy EN14 requires development to minimise its impact on surface water run off in critical drainage areas.

The drainage strategy has been considered by the City Council's flood risk management team and further details are required in order to satisfy the provision of policy EN14 of the Core Strategy which should form part of the conditions of the planning approval. A verification and monitoring condition should also be imposed.

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

A transport statement notes that all sustainable transport modes are nearby. The proposal includes 6 accessible parking bays, all with an electric car charging points. The applicant has stated that car ownership around Grey Mare Lane is low and tenants would be made aware when renting a property at the building they would not have access to a parking space. Residents would be eligible for an on street parking permit and surveys data suggest that the highway has the capacity to accommodate this.

Secure cycle spaces would be provided. A travel plan would support the travel needs of residents. A condition should ensure that the travel plan is monitored. The applicant would improve permeability around the site through the introduction of a pedestrian link connecting Newcombe Close and Grey Mare Lane. This is a key priority in the masterplan.

Servicing and refuse collections would take place from Newcombe Close and would reverse into the site. This is acceptable to Highway Services.

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 proposal would bring vitality to this area and more active frontage. A condition is recommended requiring the CIS to be implemented in full to achieve Secured by Design Accreditation.

### **Ground conditions**

There are no unusual or complex ground contamination issues. A detailed risk assessment remediation strategy is required to ensure that there are no unacceptable impacts, the land is properly remediated and impact on controlled waters is minimised. A condition should also be imposed in respect of piling methods to avoid pollution to ground water.

The implementation should be confirmed through a verification report to confirm that it has been carried out in full. This should form a condition in order to comply with policy EN18 of the Core Strategy.

### **Construction management**

The work would take place close to homes and comings and goings are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris on roads.

Construction vehicles are likely to use Ashton New Road and Alan Turing Way which should minimise disruption on the local network. There are a number of potential development sites in the local area and if they are to be brought forward at the same time it would be necessary to ensure coordination to minimise impacts on residents and effects on the local highway network.

The applicant would work with others and communicate with local residents and businesses to ensure that any impacts are minimised and access is maintained to the minimise any disruption.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents, businesses and the highway network.

### **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. There should also be restrictions to prevent paid accommodation such as serviced apartments for the same reason.

It is also considered appropriate to remove the right to extend the apartment building upwards 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 from the street scene.

## **Legal Agreement**

This application will be subject to a legal agreement which would secure a BNG monitoring fee as set out under the heading 'Impact on Biodiversity' within this report.

## **Conclusion**

The proposal conforms to the development plan taken as a whole as directed by section 38 (6) of the Planning and Compulsory Purchase Act 2004 and there are no material considerations which would indicate otherwise.

The site is in an important regeneration area where change and development is expected to take place in line with Council regeneration frameworks (policies SP1). The Grey Mare Lane Masterplan identifies the site for residential purposes. The siting and scale responds appropriately to its position at the junction of Ashton New Road and Grey Mare Lane and would have an acceptable transition in scale to the low rise residential context. Active frontages and high quality façades would make a positive contribution to the street scene along with the removal of this vacant site

This proposal would contribute positively to the supply of homes by providing 82 one and two bedroom apartments, all for social rent. There would be 70% one bedroom apartments which would not meet the Council's objectives to create a balanced and sustainable community. However, the applicant has committed to working with the Council to bring forward other sites in the master plan area that would rebalance this mix and bring forward larger properties.

The building would be highly sustainable and reducing CO2 emissions. Careful consideration has been given to its impact on the local area, including homes, business, schools and recreational areas and it has been demonstrated that there would be no unduly harmful impacts on noise, traffic generation, air quality, water management, contamination or loss of daylight and sunlight. Where harm does arise, it can be appropriately mitigated and would not amount to a reason to refuse this planning application.

The building and its facilities would be fully accessible. The waste can be managed and recycled in line with the waste hierarchy. Construction impacts can also be appropriately mitigated to minimise the effect on residents and businesses.

## **Other Legislative Requirements**

### **Equality Act 2010**

Section 149 (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 and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. 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.

**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 the right to a fair hearing and to this end the Committee must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

**Recommendation**                      **Minded to Approve** subject to the signing of a legal agreement to secure a monitoring fee for the on site biodiversity

### **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, traffic and air quality 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.

### **Conditions to be attached to the decision**

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**

1070 Typical Bay Study Rev C 1071 Typical Bay Study - Main Entrance Rev C 1072 Typical Bay Study - Communal Garden Elevation Rev C 1073 Typical Bay Study - South Entrance Elevation 1074 Typical Bay Study - Recessed Balcony North Elevation 1076 Typical Bay Study - Recessed Balcony East Elevation received by the City Council, as Local Planning Authority, on the 1 April 2025

1005 Rev. J received by the City Council, as Local Planning Authority, on the 16 April 2025

1010 Apartment Floor Plans Rev F, 1011 Ground Floor Plan Rev H, 1012 First Floor Rev H, 1013 Rev J Second Floor, 1014 Rev F Third Floor, 1015 Rev G Fourth Floor, 1016 Rev G Fifth Floor, 1020 Rev E roof plan, 1030 Rev D elevations 1, 1031 Rev D elevations 2, 1040 street elevations, 1050 Rev A Proposed Site Sections received by the City Council, as Local Planning Authority, on the 17 March 2025

#### Supporting Documents

34338-SUT-ZZ-00-RP-S-0001 FRA and Drainage Strategy Affordable Housing Statement GML Plot A Arb Impact Assessment Rev E Arb Method Statement Rev E Broadband Connectivity Crime Impact Statement 24-0342C Daylight and Sunlight Assessment 20250303 - 2274- GML - GPHA - BRE - ER Rev01 GD04 Waste Storage and Collection Proforma Green and Blue Infrastructure Statement Grey Mare Lane BNG Report\_P02\_Feb25 Grey Mare Lane PEA\_P01 Phase I 16-908-R1 - Grey Mare Lane- Site 1 - GSA Residential Development - June 23 Phase II Vol 1 16-908-R2-1 - Grey Mare Lane - June 2024 Phase II Vol 2 34338-SUT-ZZ-00-RP-G-7201 Planning Statement A Statutory BNG Condition Assessments\_April24 Statutory BNG Metric 25-02-27\_Grey Mare Lane Transport Statement 250224\_SK22440\_TS01-03 Volume 1 Transport Statement 250224\_SK22440\_TS01-03 Volume 2 Transport - Technical Note - 250605/SK22440/TN01(-01) Z59199 2 Energy Statement Grey Mare Lane 04-03-2025pa Grey\_Mare\_Lane\_-\_Television\_and\_Radio\_Reception\_Impact\_Assessment\_v0.1 Noise Impact Assessment Rev. C Ground Gas Addendum Report Gas Calibration Certificate Design and Access Statement Rev. A Part 1 Design and Access Statement Rev. A Part 2eived by the City Council, as Local Planning Authority, on the 17 March 2025

Air Quality Assessment Rev. A received by the City Council, as Local Planning Authority, on the 9 July 2025

Ground Gas Addendum and Noise Impact Assessment Ref: Z59199 RevC received by the City Council, as Local Planning Authority, on the 24 June 2025

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 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 clearance 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 clearance 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).

4) Prior to the commencement of the development, a bat mitigation strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Methods for undertaking the pre-felling inspection by a suitably licensed ecologist for any trees remaining with bat roost suitability (PRF-I / PRF-M). The results of the inspection should be submitted and approved in writing by the City Council, as Local Planning Authority, prior to the removal of the trees.
- Details of the precautionary working measures, including use of machinery to reduce noise and vibration, to be undertaken during the construction period to ensure no disturbance impacts to bats.
- A suitable lighting design that considers the effects of lighting on foraging/commuting bats in addition to biodiversity features in general

The approved strategy shall be implemented as part of the development and any measures agreed shall be implemented during construction works and before the development is first occupied.

Reason - In the interest of having an appropriate bat mitigation strategy in place pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) a) Prior to the commencement of the development, details of a Local Labour 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 Labour 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 Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour 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) (a) The development shall not commence until a scheme for the drainage of surface water from that phase of the new development shall be submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration

testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- 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.
- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.
- Construction details of flow control and SuDS elements.
- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14 of the Manchester Core Strategy (2012).

7) a) Notwithstanding the Phase I Geoenvironmental Site Assessment, Grey Mare Lane Site 1, Manchester, E3P, Reference: 16-908-R1, Dated: June 2023. • Phase II Geoenvironmental Site Assessment, Grey Mare Lane Site 1, Manchester, E3P, Reference: 16-908-R2-1, Dated: June 2024. • Phase II Interpretative Ground Assessment, Grey Mare Lane, Manchester, Sutcliffe, Reference: 34338-SUT-ZZ-00-RP-G-7201, Dated: January 2025 received by the City Council, as Local Planning Authority on the 17 March 2025, the development shall not commence (other than enabling works including site clearance and service diversions) until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Results of the ground gas monitoring;
- Calibration certificate(s) for the gas monitoring equipment to cover the entire monitoring period.
- The risk assessment to date is not acceptable from a mine gas perspective as BS8485 is not suitable and need to use alternative guidance such as that by CL:AIRE
- Submission of a Remediation Strategy

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 building.

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 in that part of the site shall cease

and/or the building in that part of the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as Local Planning Authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

8) Prior to the commencement of development, a detailed construction management plan outlining working practices for the proposed development construction shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- 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.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

The development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of the development, a construction environmental management plan (CEMP: biodiversity) shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of suitable protection of retained trees and that suitable RAMS are provided for bats during tree works and for hedgehog during site clearance.

The approved CEMP shall be adhered to and implemented throughout the construction period in accordance with the approved details.

Reason - In the interest of minimising the impact on the Site of Biological Importance pursuant to policy EN15 of the Manchester Core Strategy (2015).

10) Prior to the commencement of the development (other than enabling works including site clearance and service diversions), all material to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, details of the drips to be used to prevent staining, ventilation/air brick details and a strategy for quality control management.

The approved materials 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.

11) The window reveals and soffits for the development shall be carried out in accordance with drawing 1070 Rev C received by the City Council, as Local Planning Authority, on the 1 April 2025

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

- Full brick reveal (200 mm) and full brick soffit.

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

12) Notwithstanding drawing 423 01 Rev D received by the City Council, as Local Planning Authority, on the 17 March 2025, prior to any above ground works, details of the siting, scale, appearance and material for the proposed boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development and be in place prior to the first occupation of the 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).

13) The development hereby approved shall be carried out in accordance with the Energy Statement received by the City Council, as Local Planning Authority, on the 17 March 2025.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of a building at the development hereby approved.

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.

14) Prior to the first occupation of each building 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.

This shall include:

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

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).

15) a) Notwithstanding drawing 423 02 Rev A received by the City Council, as Local Planning Authority, on the 17 March 2025, prior to any above ground works, details of a hard and soft landscaping treatment scheme (including the proposed size and species of trees) shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each building 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.

16) (a) Notwithstanding the Noise Impact Assessment received by the City Council, as Local Planning Authority on 17 March 2025, prior to the first occupation the building 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 each building 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 building 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 have 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 not 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 in writing with the City Council, as Local Planning Authority, and thereafter be 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) (a) Prior to the first occupation of the building of the development, details of any 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<sub>Aeq</sub>) below the typical background (L<sub>A90</sub>) 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 not 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 in writing with the City Council, as Local Planning Authority. Any measures shall thereafter be 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).

18) The waste management arrangements for the development hereby approved shall be carried out in accordance with the Waste Management Strategy received by the City Council, as Local Planning Authority, on the 17 March 2025.

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

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

19) 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 each building 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.

20) 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 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.

21) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (2024/0342/CIS/01) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 17 March 2025. 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.

22) Prior to the first occupation of the development, the siting, scale and appearance of the external cycle stores 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 building of the development and thereafter retained and maintained in situ.

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

23) Prior to the first occupation 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:

- Any redundant vehicle access points or dropped crossings bordering the site should be reinstated as continuous footway to adoptable standards.
- Footway resurfacing and renewal undertaken as appropriate surrounding the site.
- Provision of continuous 2-metre-wide footways surrounding the development i.e., any footways in the vicinity of the proposed development should be widened to the minimum standard of 2.0 metres.
- Provision of dropped crossings and tactile paving at the site access and at junctions in the vicinity of the site.
- Creation of a pedestrian access to the site from Newcombe Close and Ashton New Road. Pedestrian access to individual apartments is also provided off Ashton New Road and Grey Mare Lane.
- The development will deliver the pedestrian and visual link between Newcombe Close and Grey Mare Lane;
- Review of the Traffic Regulation Orders in the vicinity of the development together with the introduction of additional parking restrictions, as well as ensuring adequate parking restrictions remain in place, and are refreshed accordingly.

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).

24) 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.

25) 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.

26) Prior to the first occupation of the development hereby approved, details of the number, siting and appearance of 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 each building of the development hereby approved and shall thereafter be retained and maintained in situ.

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

27) Prior to the first occupation of the development, details and specifications of 7 kw fast charging electric car charging points for the car parking spaces associated with apartment building 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 building of the development and thereafter retained and maintained in situ.

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

28) 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 townhouses 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.

29) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further development in the form of upward extensions to the apartment buildings 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.

30) 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 to 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.

31) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained within the Arboricultural Impact Assessment (Version 4) stamped as received by the City Council, as Local Planning Authority on the 20 June 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the buildings for their 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.

32) Prior to the first occupation of the development, details of travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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 during the first three months of the first use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first 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).

33) The development hereby approved shall include for full disabled access to be provided to the external areas of the apartment building. All apartments should be constructed to M (4) 2 standard.

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

34) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

35) Prior to the first occupation of the development, a signage strategy for the 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 consent applications for the buildings.

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

36) Prior to the first occupation of the development hereby approved, a detailed 30 year landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

37) Prior to the commencement of above ground works and notwithstanding details submitted, a scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

- i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply); and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

38) 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.

39) 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 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.

40) Prior to any above ground works, a strategy to consider the use of solar panels at the development shall be submitted for approval in writing by the City Council. This shall include the siting, size and appearance (including section) of the building. The approved details shall be implemented and brought into use prior to the first occupation of the building. The panels shall thereafter be retained and maintained in situ.

Reason In the interest of providing renewable energy at the site pursuant to policy EN6 of the Manchester Core Strategy (2012).

41) Prior to any above ground works, details of the siting, scale and appearance of the sub station shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development.

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

#### Informatives

1) Under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

2) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

3) The developer or crane operator must contact Manchester Airports Control of Works Office at least 21 days in advent of intending to erect a crane or other tall

construction equipment on the site. This is to obtain a tall equipment permit and to ascertain if any operating restrictions would be required. Any operating restriction that are subsequently imposed by Manchester Airport must be fully complied with.

4) You should ensure that any external wall treatments approved for planning purposes are discussed in full with Building Control to ensure they meet with the guidance contained in the Building Regulations for fire safety. Should it be necessary to change the external facade treatment due to conflicts with Building Regulations, you should also discuss the changes with the Planning team to ensure they do not materially affect your permission.

5) Application for off-site highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. Evidence of this should be provided with the condition discharge documents. The process for permission to work on the highway can be found using the following link: Licensing - Permission to work on the highways - Section 278 agreements | Manchester City Council

6) 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.

7) It is expected that all modifications / improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place

8) Regarding S278 agreements a deposit is required to begin an application, additional costs will be payable and are to be agreed with S278 team. A S278 is required for works to the adopted highway, 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 and the design may require changes if any issues are raised with all costs attributable to the Developer. A 'Stage 1' Road Safety Audit should be completed during the planning stage and a copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

9) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;
- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:  
a statement to this effect,  
the date immediately before the degradation activity,  
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and  
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed

Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

### **Local Government (Access to Information) Act 1985**

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 142453/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

**The following residents, businesses and other third parties in the area were consulted/notified on the application:**

**Highway Services  
Environmental Health  
MCC Flood Risk Management  
Greater Manchester Police  
United Utilities Water PLC  
Environment Agency  
Health & Safety Executive (Fire Safety)  
Transport For Greater Manchester  
Greater Manchester Archaeological Advisory Service  
Greater Manchester Ecology Unit**

**A map showing the neighbours notified of the application is attached at the end of the report.**

**Representations were received from the following third parties:**

|                                   |                                     |
|-----------------------------------|-------------------------------------|
| <b>Relevant Contact Officer :</b> | Jennifer Atkinson                   |
| <b>Telephone number :</b>         | 0161 234 4517                       |
| <b>Email :</b>                    | jennifer.atkinson@manchester.gov.uk |

