

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138482/FO/2023

Date registered valid: 19 December 2023

Proposal: Erection of a two storey block of 24 apartments (Supported Housing) with ancillary communal space, associated vehicular access, car parking, landscaping and boundary treatment.

Address: Land At Junction Of Devonshire Street & Coverdale Crescent, Manchester,

Ward(s): Ardwick Ward

Applicant: Jigsaw Homes North Ltd

Agent (if any): Nicole Roe Eden Planning & Development Ltd

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 12 March 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Standard consultations:

Printed: 17 January 2024 Expired: 7 February 2024

Neighbour notifications

Printed: 19 February 2024 Expired: 4 March 2024

Site notice

Posted: 29 December 2023 Expired: 20 January 2024

Press advert

Published: 2 January 2024 Expired: 23 January 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The proposed site is bounded by Coverdale Crescent to the north and Devonshire Street to the west, and covers an area of 0.2ha. The site is covered with a large area of grass with shrubs and trees to the southern boundary, and with further trees to the other boundaries - a significant proportion of which appear to be self-seeded multi stemmed trees.

The site was formerly enclosed by weldmesh fencing, which has been removed.

The boundary to the existing housing to the east comprises a combination of sections of high brick wall, close boarded wooden fencing and high railing fencing, with high close boarded timber fencing to the southern boundary with the treatment and recovery centre.

It is understood that the site was previously occupied by housing and a former highway Hampden Street until the 1990's and that the site has been vacant since 1993.

There are TROs in the form of No Waiting At Any time restrictions present in the locality of the site, along the northern side of Coverdale Crescent, and part way along the front of this site with traffic calming measures along Coverdale Crescent, with raised humps adjacent to the proposed site.

Planning History

105425/FO/2014/N2 (Part of a wider site) - Development of 2 geothermal exploration deviated bore holes to an approximate depth of 3,200 metres (vertical borehole to a depth of 740m before deviation occurs), to be used subsequently as operational wells, in conjunction with planning application ref: 101118/FO/2012/N2 for a geothermal heat plant.

Approved 17.10.2014

101118/FO/2012/N2 -Development of a geothermal heat plant comprising 2 exploration vertical bore holes (to be used subsequently as operational wells) to an approximate depth of 3,200 metres with underground operating centre, associated single storey structure, associated plant and machinery, car parking, boundary treatment and lighting.

Approved 25.10.2013

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is bounded by a Treatment and Recovery Centre to the south, residential properties to the east, a car repair garage and drive thru restaurant to the west and an area of grass and trees to the north of Coverdale Crescent.

Description of development

Consent is sought for the erection of a two-storey block of 24 one-bedroom apartments (Supported Housing) with ancillary communal space, associated vehicular access, car parking, landscaping and boundary treatment.

The development would be of a contemporary design using traditional materials including red multi brickwork, and a tiled roof. Off street parking provision would be located to the east of the proposed building which would be accessed from Coverdale Crescent. 7 parking spaces (including 1 space for a disabled user) and 28 cycle spaces are proposed to serve the development.

The building would broadly follow the building line of the dwellings to the east facing onto Coverdale Crescent, but which has been sited on the basis of a sewer easement which has enabled a soft landscaped buffer to be incorporated between the proposed building and the back of pavement on Coverdale Crescent. Soft landscaping is also proposed to the Devonshire Street frontage, with a garden area to the rear of the property.

At ground floor level there would be 11 apartments, including two M 4(3) units for disabled occupiers, two treatment rooms, and associated office and staff facilities. The remaining 13 apartments would be located at first floor level.

6 employees would be based at the property.

Consultations & Notification Responses

Publicity

The proposal has been advertised in the local press (Manchester Evening News), on 2nd January 2024 and site notices were displayed at locations around the application site on 29th December 2023 due to the quantum of accommodation proposed. In addition, notification letters have been sent to local residents and businesses (total of 249) in the local area on 12th December 2023, and 19th February 2024.

Local residents- 1 email has been received raising concern about traffic and parking issues locally, due to the existing high numbers parked cars on the start of Coverdale Crescent, Polebrook Avenue and Aked Close, which use the estate as a car park during the working day. They are of the view that an increase of cars will lead to highway safety issues. Concerns are also expressed in relation to how the proposed flats would be managed. The resident is of the view that a housing association with dwellings in the local area is not managing their properties appropriately, and as a result rubbish and furniture are regularly dumped on the estate or on the land in between Coverdale Crescent and Hyde Road, and there are drug related incidents in the locality. The resident states that the Housing Association does not take responsibility and simply advises residents to contact the Council.

The housing association referred to by the resident is not the applicant for this proposal.

Supported Needs Housing Group - Have advised that this is part of the Government's Single Homeless Accommodation Programme funded (SHAP) proposal on Devonshire Street which has already been to SNMG and has been supported. They further advise that the demand for longer term, high quality supported accommodation for single people who have been homeless currently outstrips demand in Manchester, and that the Manchester Enabling Independence Accommodation Strategy 2022-2032 seeks to build new supported accommodation to meet demand and improve the pathways into and on from it.

They state that the site on Devonshire Street offers a good location and would help to reduce pressure on accommodation and services, such as health, in other areas of Manchester. They advise that have worked with applicant to minimise the impact of these schemes on the local community through careful building design and ensuring that schemes are well-run and well managed with 24-hour staffing, including overnight and weekend security. The preference is to provide 1 bed flats to better meet the needs of people as the current provision is largely in shared accommodation or accommodation with communal space.

In summary the SNMG fully supports this proposal.

Homelessness Services - Are aware of the proposed development and have no objections

Highway Services –

TRIP GENERATION AND JUNCTION CAPACITY: Given that the proposed development is resultant in 24 residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

PARKING AND ACCESS: The proposed site plan outlines that a car park with 7 no parking spaces including 1 accessible bay will be provided. Highways understand that the parking level has been provided to meet the needs of this specific development and it is acknowledged there is a high frequency of bus services on Stockport Road and Hyde Road including Bus No. 192, 201, 203 and 205. Observations indicate there is existing on-street parking on Coverdale Crescent. Vehicle access to the site will be provided from a new priority junction formed on Coverdale Crescent. This vehicle access will be 4.5m wide and the access to the car park will be gated. It is noted that a 1.5m wide footway will be provided along the western side of the vehicle access. Tactile paving will be provided at the site access junction with Coverdale Crescent.

The applicant has provided a visibility splay assessment which indicates that a 2.4m by 33.0m splay is achievable. However, given the existing on-street parking on Coverdale Crescent it is requested that TROs in the form of Double Yellow Lines are provided to protect the proposed new vehicular site access.

There are no existing dropped kerbs present on Coverdale Crescent in the locality of the proposed site. Dropped kerbs will need to be provided for the vehicle access off Coverdale Crescent to access the proposed car park. Tactile paving is noted to be provided at the Coverdale Crescent /Devonshire Street Junction.

A S278 agreement will be required for the above highway works which impact the adopted highway Any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams.

EV CHARGING It is required, in line with MCC Residential Guidelines, that the provision of an Electrical Vehicle charging point (minimum 7kW) is made available. It is noted from the Transport Statement that all parking spaces will be to EV standard.

CYCLE PARKING: In line with MCC Residential Guidelines, secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. A covered and secure cycle store will be provided with space for 24 bikes to the rear of the property. Two cycle stands accommodating four spaces will be provided for visitor use, adjacent to the main entrance. In total 28 cycle parking spaces will be provided. This is deemed to be acceptable to Highways.

BOUNDARY TREATMENTS: It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. Access gates are to be provided at the site access for vehicles and pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING: An area for refuse storage and collection point is located along the western side of the site access. The resident bin store is to be located within the site. Servicing and refuse collection will be undertaken from kerbside on Coverdale Crescent. It is again requested that TROs in the form of Double Yellow Lines are provided at the sites frontage on Coverdale Crescent to allow for kerbside refuse collection.

CONSTRUCTION MANAGEMENT PLAN: A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail:

- The routing of construction traffic.
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment.
- Details of the location and arrangements for contractor parking.
- The identification of the vehicular access points into the site.
- Identify measures to control dust and mud including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period.
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location.
- For large schemes a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

SUGGESTED CONDITIONS: EVC; Cycling; Off-Site Highways Works; CMP; Waste Management Strategy; Full Travel Plan

An informative relating to any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements is also recommended.

Further comments 29.01.2024

They advise that a condition that requires the implementation of the attached CEMP is needed and the developer will need to contact MCC for relevant licenses.

Environmental Health – Recommend conditions relating to the submission of a construction management plan, construction hours, servicing hours, external lighting, acoustic insulation, external plant and equipment.

It is recommended that refuse and air quality conditions are attached to any approval, to ensure the implementation of the submitted waste arrangements and air quality mitigation measures, which accompany this application.

Further comments 17.01.2024

The NSE4 condition part (a) can reference the implementation of the submitted report. Also, in regard to the AQ 1 condition part (a) can reference the implementation of the submitted report.

Further comments 12.02.2024

The information submitted is sufficient to address the CMP condition.

United Utilities – Request that a condition to require the submission of a sustainable surface water drainage scheme which must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof). This investigation shall include evidence of an assessment of ground conditions and the potential for infiltration of surface water in accordance with BRE365;
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD;
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

They also advise that United Utilities is not responsible for advising on rates of discharge to the local watercourse system. This is a matter for discussion with the Lead Local Flood Authority and / or the Environment Agency (if the watercourse is classified as a main river).

Further advice is provided regarding the Management and maintenance of Sustainable Drainage Systems, and they recommend a condition relating to the Management and maintenance of the approved surface water drainage scheme is attached to any approval .

A public sewer crosses the site and United Utilities advise will not permit building over it. They require an access strip for maintenance or replacement and this access must not be compromised in any way. The minimum distances that might be acceptable to United Utilities are detailed within Part H of the Building Regulations however, they recommend the applicant determines the precise location, size, depth and condition of the pipeline as this is likely to influence the required stand-off distance from any structure.

Further advice is provided in relation to drainage design, water and wastewater pipelines, and water and wastewater services metering charges.

Further comments 15.01.2024

As previously stated, if the works are outside of the 6m easement, this should be fine.

Further comments 19.01.2024

Their engineer's comment: 'Please arrange for the 450dia public sewer to be plotted onto a housing layout drawing, the drawing should clearly dimension the distance from the centre line of the sewer to the nearest plot, a minimum of 3m must be achieved.'

Further comments received 31.01.2024 – reiterating original comments received.

GMEU – 12.01.2024

Summary

Potential ecological issues include nesting birds, hedgehog and biodiversity mitigation and enhancement.

Protected Species

A valid ecological assessment has been provided. No evidence of any protected species was record and the site assessed as very unlikely to have any such species. They have no reason to disagree with the findings, the site clearly very low risk based on location, size, likely levels of disturbance and habitats present on or near the site. No further information or measures are required.

Nesting Birds

Trees and scrub will be lost, potential bird nesting habitat. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. They recommend a condition to prevent works to trees during the bird nesting season unless detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present.

Hedgehog

Habitats on site are suitable for hedgehog (UK Biodiversity Priority Species), with desk top records for this species nearby. It is therefore reasonable to request site clearance occurs in such a way as to enable any hedgehog present to disperse without harm. The measures proposed within the Arbtech report are reasonable, but should be pulled out and detailed in to a standalone document. They therefore recommend a condition along the following lines is applied to any permission.

Prior to any site clearance or earthworks a reasonable avoidance measures method statement in keeping with measures in section 4 of the Preliminary Ecological Appraisal by Arbtech shall be provided to and agreed in writing by the LPA

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain

Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in the loss of immature woodland and rough grassland to buildings, hardstanding and amenity space. Wildlife issues include nesting birds and hedgehog.

A biodiversity net gain assessment has been provided that indicates a significant gain. Whilst they have some minor issues with the metric and the mitigation measures highly reliant on the urban tree element succeeding and remaining for 30 years, having played with the metric and downgraded some of the assumptions, net gain is still feasible. Given BNG it is not as yet mandatory and the number of units potentially lost if the urban tree element largely failed still less than one, on balance they are satisfied that the proposed landscape scheme can be conditioned. They would however recommend that the trees are conditioned for retention (or covenanted) to be retained for at least 30 years.

Mitigation for nesting birds and hedgehog should also be conditioned in-line with the recommendations of the Artech report.

Further comments 19.01.2024

Whilst they note the easement has resulted in the movement of proposed tree planting, which if BNG was mandatory would raise the question of whether these are urban trees or woodland planting given the density of trees proposed in parts of the site. As it is not as yet mandatory, they have no issue with the amended landscape plan. Their previous recommendations therefore still apply.

Arboriculturalist - The site consists of young/ early mature self-set specimens with limited amenity value and minimal retention value and therefore they can confirm that they would have no objection to the proposed development from an arboricultural perspective.

Below is the proposed mitigation planting list. They request that the Birch is replaced with a different tree such as a Liriodendron Tulipifera or Liquidamber Styraciflua in order to add more diversity to the area.

Policy Legislative and Policy Context

Places for Everyone

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

The nine constituent local authorities will now consider the Inspectors' Report and the adoption of Places for Everyone, with the plan going to the Full Council meeting in Manchester on 20 March 2024. The first Council meetings to approve the plan will be Salford and Wigan (28 February).

There will be a period of six-week post adoption (i.e. from 21 March) when a judicial review challenge may be made. This will trigger a process of consideration by the Courts as to whether a Judicial Review is sufficient grounds to be heard (there is a one-step oral hearing appeal process if a Judge decides to reject the ground for a Judicial Review from the outset).

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

The following policies are relevant:

- i.JP- S1- Sustainable development
- ii.JP- S2 – Carbon and energy
- iii.JP- S5 – Flood risk and the water environment.

The National Planning Policy Framework

This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 in July 2021, and subsequently in December 2023. It represents key up to date national policy and is an important material consideration in determining the current application.

A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. 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). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high-quality built environment

with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework reiterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order 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. With regards to affordable housing, paragraph 66 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

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 108). 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 115). Within this context, applications for development should: a) 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; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) 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; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 116).

7 parking spaces (one for disabled users) and cycle storage facilities are proposed within the development, with electric charging points, which would be available for use by the staff and residents. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to.

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 123). Decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places. (paragraph 128). Where there is an

existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 129 (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. In this context, when considering applications for housing, authorities should take a flexible approach in 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).

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' (paragraph 131). Planning decisions should ensure that developments: a) 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; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140). In this case, the development would involve the erection of a two storey property. The proposed built form has been designed to be contemporary in nature using traditional materials and is considered to be acceptable in terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' Paragraph 157 seeks 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 162 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design-based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 165 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 173 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. The proposed development has been designed with a fabric first approach, and through location and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – 'Conservation and enhancement of the natural environment' Paragraph 180 sets out that planning decisions should enhance the local environment through means including: - minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; - preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or

land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and - remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Paragraph 189 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination. Paragraph 191 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation.

It is not expected that ground conditions present at the site would be unusual or complex. Furthermore, the proposed development would, include new tree planting and soft landscaping as part of the proposal. On this basis, it is considered that chapter 15 would be appropriately responded to.

Section 16 'Conserving and enhancing the historic environment' - Paragraph 200 states in determining applications, local planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation.

Paragraph 201 requires that local planning authorities should identify and assess the particular significance of any heritage asset that may be affected by a proposal (including by development affecting the setting of a heritage asset) taking account of the available evidence and any necessary expertise. They should take this into account when considering the impact of a proposal on a heritage asset, to avoid or minimise any conflict between the heritage asset's conservation and any aspect of the proposal.

Paragraph 202 requires that where there is evidence of deliberate neglect of, or damage to, a heritage asset, the deteriorated state of the heritage asset should not be taken into account in any decision.

Paragraph 203 goes on to state that in determining applications, local planning authorities should take account of: a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation; b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and c) the desirability of new development making a positive contribution to local character and distinctiveness.

Paragraph 205 states that when considering the impact of a proposed development on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 209 requires that the effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset. Paragraph 213, however stated that not all elements of a Conservation Area or World Heritage Site will necessarily contribute to its significance. Loss of a building (or other element) which makes a positive contribution to the significance of the Conservation Area or World Heritage Site should be treated either as substantial harm under paragraph 207 or less than substantial harm under paragraph 208, as appropriate, taking into account the relative significance of the element affected and its contribution to the significance of the Conservation Area or World Heritage Site as a whole.

This site lies 179m to the south of Nicholls College (Grade II*), Benjamin Nicholls memorial (Grade II) and John Nicholls Memorial (Grade II). This matter is considered further elsewhere in this report.

The existing building is to be retained and this matter is considered further elsewhere in this report. Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this site would accord with policy H1.

Policy H5 (Central Manchester) advises that Central Manchester over the lifetime of the Core Strategy will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the Regional Centre (Hulme and the Higher Education Precinct) as well as within Hulme, Longsight and Rusholme district centres as part of mixed-use schemes.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. Whilst the proposed development falls below the threshold for site area, it would deliver 24 apartments. An affordable housing statement accompanies the application which confirms all of the proposed 24 dwellings would be for social rent thereby delivering affordable housing via a Registered Provider.

Policy H 10 (Housing for people with additional support needs) - Identifies a number of supported housing needs, including the needs of people experiencing issues with mental health and well-being. It also states that proposals for accommodation for people with additional needs will be supported where: i. There is not a high concentration of similar uses in the area already; ii. The development would contribute to the vitality and viability of the neighbourhood; iii. There would not be a disproportionate stress on local infrastructure, such as health facilities.

There is not a high concentration of similar uses in the area, and this type of provision is needed locally to tackle issues of homelessness. The Manchester Homelessness Strategy 2018-2023 identifies a key aim to ensure there is easy access to specialist support and create opportunities for the right type of accommodation to prevent homelessness.

Policy T1 (Sustainable Transport) - Policy T1 seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to public transport modes, including regular bus services on both Hyde Road and Stockport Road. The scheme includes the provision of cycle storage and electric vehicle charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 (Accessible areas of opportunity and needs) - It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Hyde Road and Stockport Road and would not have a significant impact on the local highway network and encourage the use of other forms of transport. Appropriate car parking and cycle storage is provided.

Policy EC1 Employment and Economic Growth in Manchester states that a minimum of 200 ha of employment land will be developed between 2010 and 2027 for offices (B1a), research and development (B1b), light industrial (B1c), general industry (B2) and distribution and warehousing (B8).

Offices (B1a) - 140ha ,

Research and Development and Industry (B1b, B1c and B2) - 25 ha

Distribution and Warehousing (B8) - 35ha

Key locations for major employment growth showing indicative distribution figures will be:

Regional Centre:

Manchester City Centre 33ha

City Centre Fringe (including Strangeways, Collyhurst, Ancoats, New Islington and Manchester Science Park) 25ha

Central Park and Eastlands 65ha

Manchester Airport and the surrounding area 50ha

In addition to the above the Council will support other significant contributors to economic growth and productivity including health, education, retailing, cultural and tourism facilities, and other employment generating uses mainly in the City Centre and Eastlands in line with Policy C1. This policy is referenced in due to the saved UDP policy which follows later in this report.

The Council will seek to retain and enhance existing employment space and sites.

In this instance, however, it is considered that as part of this site is in a strategic housing location, on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Policy EN1 (Design principles and strategic character areas) states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1.

Policy EN3 (Heritage) states that throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. New development must be designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains. The closest listed building and monuments are located 179m to the north west on Hyde Road (Nicholls College (Grade II*) and monuments Grade II). The listed building is visible from the site due to the open nature of the site to the north of Coverdale Crescent. Whilst proposed development would have impacts in visual terms in the context of the of the listed building and monument s to the northwest, it is not, however, considered that the proposed development would lead to a significantly adverse impact to the character of the listed building and monuments in visual terms.

Policy EN 8 (Adaptation to Climate Change) states all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In achieving developments which are adaptable to climate change developers should have regard to the following, although this is not an exhaustive list:

- Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability.
- Reduction in urban heat island effect through the use of Green Infrastructure such as green roofs, green walls, increased tree cover and waterways.
- The need to control overheating of buildings through passive design.
- The opportunity to provide linked and diverse green space to enhance natural habitats which will assist species adaptation.

An Energy and Sustainability Statement is included as part of the submission for this application. This in conjunction with the design in the Design and Access Statement demonstrates that the proposed development would reduce carbon emissions. This is welcomed and will assist in managing matters arising from climate change in the future. The development would therefore accord with the aspirations within policy EN8.

Policy EN9 (Green Infrastructure) states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. The application relates to a vacant site with a central area of grass and trees to the perimeter. There is, however, an opportunity to create improved areas of green infrastructure as part of the development proposals in the form of reconfigured rear garden area and parking area, with measures to improve /create habitats.

Policy EN14 (Flood Risk) advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas. All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. This site is in Flood Zone 1 and the site area is below the referenced threshold.

Policy EN15 (Biodiversity and Geological Conservation) states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 (Air Quality) states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of encouragement of cycle usage and Electric Vehicle Charging provision. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site. Furthermore, the site is in proximity to two busy radial routes. This aspect of the scheme is addressed in detail elsewhere in the report.

Policy EN18 (Contaminated Land) states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and

determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

Policy EN19 (Waste) states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Plans have been submitted which show the location of the proposed bin storage arrangements, and details of the waste streams and storage capacities have been provided for consideration. This aspect of the scheme is addressed in detail elsewhere in the report.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

Policy AB8a Industrial and Commercial Uses states this site forms part of a wider site which includes the land to the north of Coverdale Crescent, which was identified in 1995 as being appropriate to be development for light industrial/ office use which would be compatible with the residential development to the south east.

As advised above is considered that as part of this site is in a strategic housing location, on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Furthermore, the site directly to the south was allocated in the UDP in 1995 for a local supermarket and other related commercial uses. However, the retail and commercial uses have been implemented to the south of Stockport Road at Guide Post Square as part of the wider Brunswick development, and the site to the south has been redevelopment as a Treatment and recovery centre. As such the adjacent land to the south and east is effectively residential in nature.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant section of the NPPG in this case is as follows:

Noise - 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.

Other material policy considerations Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester. In addition, technical guidance for developers was published in December 2015.

It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise. These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

This is 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 Manchester 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.

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018 Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated

from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Environmental Standards Statement suggests an approach utilising a "fabric first" as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of the development.

Issues

Principle

The proposed use would help to address immediate and significant housing needs that requires intervention in order to safeguard homeless individuals for longer periods. This process would, ultimately, improve individuals access to health care and employment and educational opportunities. In these circumstances, the general principle of the development is acceptable and compliant with aforementioned policy and guidance. Specific planning matters are considered further below.

Loss of Employment Land

This site forms a small part of a wider area falling within saved UDP policy AB8a which identifies the site as being suitable for shopping and community facilities.

However, this designation was made in 1995, and sites in the vicinity have been subsequently developed for housing. Furthermore, Paragraph 120 of the NPPF states planning decisions should, "give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land", with reuse of underutilised land promoted. It is considered that as part of this site is in a strategic housing location, on balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives, and would enable the sustainable reuse of a long vacant site.

Proposed Residential Accommodation

In this case, each of the apartments would comply with the guidance in Manchester Residential Quality Guidance (2016) in regard to the floorspace which is proposed, with 22 1 bed apartments with showers having a floor area of 37m² (M4(2) compliant) and 2 no. 1 bed M4(3) apartments having a 50m² floor area (5% provision).

The proposal therefore accords with the relevant standards and provides an appropriate standard of accommodation. The private usable amenity space to the rear of the property would provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a community within the development. The site is within easy walking distance of local amenities at Guide Post Square, as well as public transport links to the City Centre and other district centres.

Site Layout

The proposal relates to the erection of a two storey 'L-shaped' building. The proposed accommodation at ground floor comprises a secure entrance lobby with associated reception, office, and staff accommodation, together with 11 no. 1 bed self-contained apartments (including an 2 accessible residential apartments), and a further 13 no. 1 bed self-contained apartments to the first floor.

Externally, 6 off road car parking spaces are proposed, with a further space for disabled users to the east of the proposed building. In addition, cycle storage for 28 bicycles and bin storage areas are proposed.

There is an enclosed garden area to the rear.



The proposal layout is considered satisfactory.

Affordable Housing

The proposed development of 24 self-contained one-bedroom flats is above the threshold of delivering affordable housing. The applicant is a Registered Social landlord organisation, and an affordable housing statement accompanies this application. This confirms the scheme would have an affordable tenure and the 24 apartments would be for social rent.

Residential Amenity

This is a mixed use area, with the site bounded by a Treatment and Recovery Centre to the south, residential properties to the east, a car repair garage and drive thru restaurant to the west and an area of grass and trees to the north of Coverdale Crescent. The development adjacent to the site is a mix of two storey and part single part two storey buildings.

In regard to the potential for loss of privacy, there are windows to the northern elevation of the existing Treatment and recovery centre to the south. However, those closest to the site are at ground level and screened by the close boarded fencing forming the boundary. Windows at first floor level within the Treatment and recovery centre are in an element of the building which is 24m from the habitable room windows in the southern elevation of the proposed building. Furthermore, there is a window in the side gable of the dwelling to the east of the site at first floor level, but this would be 15.26m from a landing window in the eastern gable of the proposed building.

It is therefore considered that the proposed development would not give rise to any significant impacts relating to overlooking or loss of privacy.

Given the location of the proposed apartments and the commercial uses in the local area, and busy highway routes in proximity to the site, the immediate area is already subject to a degree of daytime activity and vehicular/pedestrian movements associated with these uses.

Considering existing environmental conditions, it is not considered that there would be any significant impact in terms of noise and disturbance, as a consequence of the proposed use.

To ensure the building is appropriately managed and as referred to above, a Management Plan accompanies the application, which would be key to safeguarding the amenity and safety of nearby residents.

The plan stipulates that the proposed use would provide self-contained accessible accommodation for 24 homeless single people. The scheme is designed to provide longer term accommodation. A dedicated new team would be set up comprising a Team Leader who would be responsible for the day to day operational delivery of the service and a team of four Key Workers and one specialist Mental Health Worker.

Jigsaw core delivery hours would be 8am to 8pm, 7 days a week with out of hours wrap around support. Staff rotas will include weekends to ensure clients receive support based around their needs. Each Key Worker will manage a caseload of six individuals. The service will be demand led. Whilst each Key Worker will be expected to provide an average of 7 hours support to each person per week, this will be determined on the need of each individual at any time.

Jigsaw advise that their delivery model is adaptable and flexible; we increase/decrease support based upon people's individual needs, recognising the different stages of recovery. Support would be based on evidence of what works, including taking account psychologically informed ways of working, a strengths-based approach to service delivery, and a consideration of trauma-informed work and therapeutic practice.

Key Workers would coordinate a support plan for each resident based on their individual needs providing support and interventions to develop the skills for independent living. A Specialist Mental Health Worker would support recovery, engagement and understanding for those facing more complex challenges, identify appropriate treatment pathways. The team would report into Jigsaw Support Head of Service who would take overall responsibility for service delivery. An established case management system would be used to record needs, interventions and outcomes achieved.

The staff office is located at the main entrance to ensure good natural security, while providing a secure single point entry into the main building. A communal garden and landscaped area will provide secure external areas for the residents, and there will be secure perimeters. Secured gated parking will be provided for visiting staff.

Conditions have been included to ensure compliance with the Management Plan, as well as limiting the occupancy of the building. It is believed that with these measures in place, any impact to neighbouring living conditions can be satisfactorily mitigated.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

A contemporary design is proposed using traditional materials including brick and tiles to the roof. Header and cill details in coloured concrete or reconstituted stone have been incorporated to accentuate vertical emphasis. Brick banding is used to link the varying height within the building, with brick detailing to the gables to the junction of Devonshire Street and Coverdale Crescent.

It is recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials.



Proposed Elevation B (Devonshire Street)

The proposal is of a scale, form and massing which is in keeping to the mixed area around it.

Heritage Impacts

In determining this application, it is necessary to consider the direct impact of the proposal on the significance of the existing buildings, and the impact of the proposal upon the character and appearance of the Grade II Nicholls College and Monument. Given the listed building and monuments are 179m to the north west, together with the low rise nature of the proposed development set back from Devonshire Street by soft landscaping, it is not considered that there would be less than significant harm to the setting to the listed building and monument.

Sustainability

Policy EN8 of the Core Strategy relates to adaption to climate change. The application is accompanied by an Environmental Standards Statement, in which it is advise that in order to achieve a 10% reduction in carbon emissions over Part L 2022 of the Building Regulations, the development has been designed with a fabric first approach.

To meet with the challenging demands associated with sustainable development a “fabric first” approach was considered the most cost effective and efficient way of delivering an energy saving development that will connect with local housing needs and reduce CO2 emissions during the life cycle of each dwelling. The materials recommended for construction consist of heavyweight structures and lightweight components that offer stability in maintaining internal temperatures at comfortable levels for residents. This choice of materials ensures the fabric is slower to react to changing thermal conditions by acting as a heat sink during warmer periods and resisting high level heat loss during cooler periods.

The development would incorporate high levels of insulation, sound insulation, low energy light fittings, low water usage and low energy white goods.

The submitted SAP calculations confirm the construction strategy would achieve the CO2 reduction targets as required by Building Regulations, Part L 2022, and suggests that the Dwelling Emission Rate would a betterment over the Target Emission Rate, Building Regulations Part L 2022 of 49.85%.

The development would be subject to Part L of the Building Regulations requirements which have exceeded Manchester City Council’s Core Strategy Policy EN6 from June 2022.

Climate Change

City Council policy requires that new proposals focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

In this case, the site is situated within a highly sustainable location with access to a range of amenities and transport opportunities.

Given the vacant nature of the site, the level of staffing would result in a higher level of vehicular movements and parking demand. The impact to local air quality is not however, considered to be significant. As way of an improvement, conditions are included which require the provision of electric vehicle charging points, as well as cycle storage provision, in order to offer a wide choice of means of travel.

Noise/ Overheating

The application is accompanied by a noise impact assessment, which identifies that the main source of existing noise being from road traffic on Hyde Road and Devonshire Street. The Noise Assessment indicates that higher specification glazing would be required at certain facades, and the report assumes that a whole dwelling ventilation system would be installed as standard in accordance with the guidance within Approved Document F. The opening of windows has been found not to be an acceptable method of mitigating overheating for certain facades.

With mitigation measures in place, the assessment suggests that no adverse impact is predicted day or night at the receptors due to road traffic sound.

It is therefore proposed that a condition is attached to any approval to require that the development be implemented in accordance with the mitigation measures as set out in the Noise Impact Assessment, and a verification report is submitted first occupation of the residential apartments to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report, and that the internal noise criteria have been met.

In relation to external plant the report states that limits have been set on any proposed fixed plant items to protect the proposed and existing noise sensitive receptors. Whilst this has been noted it is recommended that a condition is attached to any approval to ensure that externally mounted ancillary plant, equipment and servicing is selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Furthermore, that the approved scheme is completed before the apartments are occupied, and that a verification report is submitted upon completion of the development to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report.

Due to the residential nature of the development and its scale, it is not believed there would be any undue impact on existing residents.

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding), i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1. Due to the site area being below the referenced threshold, a flood risk assessment is not required.

The proposed development incorporates permeable materials to the parking facilities to contribute to slowing the flows of surface water into the drainage system. In view of the comments received in regard to surface water drainage it is proposed that conditions be attached to any approval to require the submission of a detailed design for surface water drainage and an on-going management and maintenance regime for the approved scheme.

Air Quality

There is a City Council designated Air Quality Management area (AQMA) on both Hyde Road and Stockport Road. This application is accompanied by an Air Quality Impact Assessment

In relation to dust during the construction phase of the development, such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above. The report references mitigation measures in the form of EV charging points and a travel plan for the operational phase of the proposed development, together with the provision of secure cycle storage. The site layout shows the provision of a charging point set between two parking space, together with a charging point for the parking space for disabled users.

Finalised details of the type of charger and have not been provided for consideration. It is therefore recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. A condition is proposed in relation to the implementation of the cycle storage arrangements before the occupation of the proposed apartments. On this basis the scheme is considered to accord with the aspiration of policy EN16.

Design

A cross section of the proposed window openings has been provided for consideration, this shows a reveal depth of 102.5mm would be achieved. It is recommended that this aspect of the scheme is conditioned.

Waste Management

The application includes a waste management strategy which would involve a bin store within the building with a capacity for 7, 1,100 litre bins and a 240 litre bin, together with a further bin store within the site close to the vehicular access which could accommodate 4 x 1,100litre bins. One is accessed via the communal garden areas which is accessible to residents. The other is within the car park, which would contain bins at full capacity, and have been wheeled by the management staff to the secure bin store.

The submitted plans also show an area adjacent to the access, but beyond the gate where bins would be collected from. On collection day a staff member would relocate the bins to the demarcated zone adjacent to the vehicular entrance. The external bin store would be in the form of enclosure formed of brickwork, with gated access.

The proposed storage capacity would comprise General refuse - 3 no 1,100 litres, Pulpable recycling - 2 no 1,100 litres, Mixed recycling - 2 no 1,100 litres, and Food waste 1 x 240 litres.

An appropriate condition is included to ensure satisfactory arrangements are in place, prior to the use becoming operational.

Internet connection

BT Openreach has existing infrastructure surrounding the site, and Virgin have infrastructure near to the site, but on the site itself. The outcome of the broadband connectivity assessment suggests that broadband infrastructure and good connectivity is already available in the area with existing fibre installed along streets adjacent to the site.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new

developments. Policy T2 in particular states that the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate.

As part of the proposed development there would be a space for disabled users, together with 6 spaces provided to the side of the property. 28 cycle spaces are proposed, 4 of which would be located at the main entrance with the proposed building for use by visitors, and the other 24 would be located in a secure cycle store located within the rear garden area, which would enable access to a sustainable transport option.

It is recommended that these aspects of the scheme are conditioned to be in place prior to the use becoming operational.

In comparison to the current use of the site there would be an increase in pedestrian and vehicular activity. However, the proposed use is for supported housing to accommodate homeless people on a longer-term basis, and therefore car ownership is unlikely. 6 staff however, would be present at the site. It is therefore not anticipated that the proposal would give rise to any material impact to the operation of the highway as a consequence of trip generation and parking demand.

Vehicular access to the site would be from Coverdale Crescent. The level of proposed parking provision is considered acceptable.

Confirmation is given in regard to all of the spaces being to EV standard, with a charging points located to serve two spaces each. It is recommended that this aspect of the scheme is conditioned.

In view of the location of the property on Coverdale Crescent in easy walking distance to Hyde Road and Stockport Road which is served by numerous bus routes, and cycle lanes, and given the scheme relates to the provision of supported housing, it is not considered that the proposed development would give rise to significant parking issues in the wider area or adverse highway issues. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

A Transport Statement is submitted with the application. This Statement presents the detail on sustainability, access and parking within the site. It also considers impact on the highway of the proposed development. It concludes that the proposal would not have a significant impact on the operation of the highway. An interim Travel Plan has been prepared and is appended to the Transport Statement. It is however, proposed to attach a condition to any approval to require the submission of a full Travel Plan

Cycle Storage

24 cycle spaces would be located in a secure cycle store in the rear garden, with 4 cycle spaces located at the pedestrian entrance of the site on Coverdale Crescent for visitors. The visitors space would be visible to staff in the ancillary office accommodation at the pedestrian entrance to the building.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Phase I Preliminary Risk Assessment and Phase II Interpretive Ground Assessment is submitted in support of the planning application. The site is within an area that is potentially affected by historic Coal Mining activity. A Coal Mining Report has been provided, which confirms that although the site does falls within a coal mining area, there are no sources of risk to the development and no further works are required in respect to risk posed by coal.

The submitted report indicates that apart from made ground potentially being present on site, the potential for significant contamination to have arisen at the site because of the current and former usage on site is low. However, the possibility of contamination albeit likely to be localised cannot be discounted. Furthermore, evidence of heavy metals and organic compounds on the site mean that remedial works would need to be undertaken, and due to the presence of

elevated CO₂ readings, a gas membrane would be required to be incorporated into the floor /foundation design.

No identifiable significant potentially contaminative activities were identified as having taken place in the immediate surrounding area. Therefore, the potential for off-site sources of contamination to impact the site is considered low.

A scheme for the identification of remediation measures will be required before commencement of development on the site, together with the submission of a verification report following completion of below ground works. An appropriately worded condition has been recommended to ensure the submission of these reports and the submission of final verification assessments in order to comply with policy EN18 of the Manchester Core Strategy.

Sewer location

United Utilities have identified that an easement for a sewer runs to the south of Coverdale Crescent in an east -west route parallel to Coverdale Crescent. Further drawings which re-site the proposed building to take account of location of combined sewer easement have been submitted. These include a Drainage Layout; Proposed foundation layout plan and Foundation details and sections sheet 2 of 2 received 24th January 2024. Furthermore, the area of landscaping above the easement would comprise grass with no tree planting. This approach is considered to be acceptable.

Security

The application is accompanied by a Crime Impact Statement (CIS) drafted by Design for Security officers. The report suggests investment in this part of Manchester is welcomed and redevelopment of this site for a facility that aims to reduce homelessness, giving support people towards independent or semi- independent living, and to develop skills and resilience is supported.

The CIS indicates that within the neighbourhood where the site is located which the volume of crime is above the average for a neighbourhood within Manchester, but is similar to neighbourhoods which are situated close to the City Centre.

The report suggests that the proposed scheme is particularly good from a crime prevention perspective, and has positive features including : excellent design quality; staff will be present and will support residents; the orientation of apartments, staff facilities and communal facilities will focus activity on appropriate areas of the site, whilst also facilitating passive surveillance over key areas externally and internally; car and cycle parking are included in the scheme in appropriately secure areas; and, amenity space has been provided for residents.

Recommendations also include: • Liaise with the Neighbourhood Police Team when appropriate • Control access into the site and into and through the building • Install doors, locks, windows and glazing that meet the Secured by Design standards • Install a modest CCTV system • Endeavour to address issues with street furniture, so that its presence does not detract from the quality of the scheme.

It is therefore proposed that a condition requiring the completed development to achieve Secured by Design accreditation is attached to any approval.

A Management Plan has been submitted as part of the and details that the site would be staffed and managed 24/7 hours a day by Jigsaw staff as well as security personnel. A condition has been included to ensure compliance with the Plan. With such measures in place, it is considered that any impact of the proposed use can be satisfactorily sustained.

Disabled Access

The proposed building would have level access to the entrances, and two accessible M4(3) apartments are proposed at ground floor level. An accessible parking space is provided within the parking area with an electric charging point.

Boundary treatment

A low wall with a 900mm black railing fence above (overall height 1.2m) is proposed to the Devonshire Street and Coverdale Crescent frontages, with a 2.1m close boarded fence (stained black) set between concrete posts and set on a concrete plinth to the eastern and southern boundary. Furthermore, a 2.1m high brick wall (including a pedestrian gate) is proposed to separate the rear garden areas from the car parking facility.

Landscaping

The building would be set slightly south the building line of the dwellings to the east (due to a sewer easement) which has enabled a soft landscaped buffer to be incorporate between the proposed building and the back of pavement on Coverdale Crescent. The landscaping plan allows for the provision of grass and mixed native hedge planting to the back of pavement to Devonshire Street and Coverdale Crescent. Tree planting would be located to the west, east and southern boundaries of the site, and a garden area would be created to the rear of the property. The garden area to the rear of the property would be in the form of a meadow grass mixture including wildflowers.

It is proposed that this aspect of the scheme is conditioned to ensure that scheme is implemented not later than 12 months from the date the apartments are first occupied, and that any soft planting which dies or is removed within 5 years of planting to be replaced.

Trees

The site currently has numerous trees to the perimeters of the site, many if which appear to be self seeded and be multi-stemmed. None of the existing trees is the subject of a Tree Preservation Order.

The Arboricultural Implications Assessment accompanying the application found that the three groups of trees on the site were comprised quality self-seeded trees and that the Ash trees within Groups 2 and 3 were displaying signs of Ash Dieback. Due to the low quality of the trees and the evidence of Ash Dieback, it has been proposed that the trees are removed to facilitate the development.

A scheme of new tree planting has been incorporated into the Landscaping Plan in mitigation. The original landscaping scheme included planting of 12 native medium sized trees -3 field maple 20-25 girth, 9 birch 12-14cm girth, together with 54 small native trees. Following the comments received from the Arboricultural officers the birch trees have been substituted with Liriodendron Tulipifera in accordance with the advice provided.

Ecology/Biodiversity

The application also includes a Biodiversity Net Gain Assessment. The Assessments indicates that the baseline habitat value of the site is 0.79 units, comprising 0.65 units of other broadleaved woodland (of poor condition) and 0.14 units of modified grassland (of poor condition). The post development habitat value of the site is 1.39 units, comprising the creation of buildings and hardstanding (no value), modified grassland (0.1 units), mixed scrub (0.03 units), other neutral grassland (0.14 units) and urban trees (1.11 units). This results in a net change in biodiversity of 76.72% (i.e. a net gain).

Although the project achieves a net gain in the metric, it fails the trading rules component of BNG due to the loss of woodland of medium distinctiveness which must be replaced with the "same broad habitat or higher distinctiveness". As no new woodland planting has been incorporated into the proposals this criterion has not been achieved.

A Preliminary Ecological Appraisal of the site also accompanied the application. The Assessment was based on a site walkover which confirmed that there was 'other broadleaved woodland' and modified grassland present on site. No protected or notable plant species were recorded during the survey, and there were no suitable habitats for these including bats, badgers, invertebrates and amphibians. The site's location within an urban area limits interconnectivity with wider ecological corridors.

The biodiversity enhancement measures recommended in the ecology assessment, include the provision of bat and bird boxes, and 2no. bat and bird boxes are proposed to be incorporated into the brick works forming the elevations of the proposed development. It is proposed that this aspect of the development is conditioned.

Due to the open nature of the site with trees and grass, there is the potential for nesting birds to be present. It is therefore recommended that a condition to require any removal of trees and vegetation outside of the bird nesting season, and if the removal of trees and vegetation needs to occur from March to August (inclusive), then any areas to be impacted should be checked for active bird nests before the works begin (by an ecologist).

With this mitigation in place, and with enhancement proposed within the Assessment including native tree and hedgerow planting, the creation of wildflower grassland, the introduction of bat and bird boxes, the proposed development meets the requirements of planning Policy EN15

Conclusion

The proposed use would make efficient use of a vacant site to provide a much-needed facility for Manchester, whilst contributing to the local economy through the retention/creation of jobs and offering social improvements.

This development would deliver supported housing to meet an identified need. All material issues have been set out and addressed and this includes where any necessary mitigation to ensure the schemes delivery.

It is believed that that the proposal would uplift the appearance of the site and any concerns regarding the negative impacts to neighbouring living conditions can be satisfactorily managed through the operation of a Management Plan.

On this basis, the proposal is considered acceptable and compliant with the aforementioned planning policy and guidance.

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 a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. Matters were raised in relation to boundary treatment, and revised plans have been received which address the issue. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

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

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

2. The development hereby approved shall be carried out in accordance with the following drawings and documents:

Design and Access Statement dated October 2023

Topographical Survey ref: WCG 23-1995-T-1:1

Broadband Connectivity Assessment Issue 1.0

Management Strategy

Air Quality Impact Assessment version 3 08.12.2023

Planning Statement

Drainage Strategy

Preliminary Ecological Assessment Issue 2 dated 22.08.2023

Biodiversity Net Gain Assessment Issue 3 dated 24.10.2023

Phase 1 Preliminary Risk Assessment Reference: 33494-SUT-ZZ-00-RP-G-7101 dated October 2023

Phase II Interpretive Ground Assessment Reference: 33494-SUT-ZZ-00-RP-G-7201 dated October 2023

Coal Mining Risk Assessment Reference: 33494-SUT-ZZ-00-RP-G-7601 dated August 2023

Transport Statement ref: 231204/SK22361/TS01(-03)

Arboricultural Implications Assessment ref: TRE/CCM/Rev.A dated 23 September 2023

Noise Impact Assessment ref: 50-040R1-4 Dated 23 October 2023

Waste Proforma

Proposed location plan ref: 1326- 001

Proposed elevations ref:1326-201 rev.E

Proposed street scenes plan ref: 202 rev.C (notwithstanding boundary treatment to Devonshire Street and Coverdale Crescent)

Received 3rd November 2023

Coal Mining Risk Assessment ref: 33494-SUT-ZZ-00-RP-G-7601 received 06.11.2023

Crime Impact Statement Version B 14.12.2023 ref: 2023/0528/CIS / 01
Waste Proforma
received 15th December 2023

Energy and Sustainability Statement received 19th December 2024

Proposed street scenes plan ref: 1326.rev.C
Received 17th January 2024

Drainage Layout plan ref: 33494-SUT-ZZ-XX-DR-C-6200 rev.T01
Proposed foundation layout plan ref: 33494-SUT-ZZ-XX-DR-S-2000 rev.P02
Foundation details and sections sheet 2 of 2 plan ref: 33494-SUT-ZZ-XX-DR-S-2002 rev.P02
Received 24th January 2024

CEMP prepared by Tyson received 26th January 2024

Proposed window reveal details plan ref: 1326-107
Proposed external bin store design plan ref: 1326 – 212
Proposed bike store plan ref: 1326 – 213

Received 31st January 2024

National Design Guide Assessment and Building for a Healthy Life Assessment received 1st February 2024

Affordable Housing Statement received 11th February 2024

Proposed site plan ref: 1326- 100 rev.G
Proposed Ground Floor plan ref:1326-101 rev.I
Proposed First Floor plan ref:1326-102 rev.H
Proposed Roof plan ref:1326-103 rev.H
Proposed landscaping plan ref:1326-104 rev.F
Proposed boundary treatment plan ref: 1326-105 rev.E
Proposed bird and bat box locations plan ref:1326 -106 rev.A
Received 12th March 2024

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3)The development hereby approved shall be implemented in accordance with the measures within the Construction Environmental Management Plan received 26th January 2024.

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

4) Notwithstanding the materials annotated on plans referenced in condition no.2 prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

5) The car parking indicated on the approved Proposed site plan ref: 1326- 100 rev.G, shall be surfaced, demarcated and made available for use prior to the apartments, hereby approved being occupied. The car parking shall then be available at all times whilst the apartments are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

6) a) The cycle storage facilities shall be implemented in accordance with the locations as shown on the approved Proposed site plan ref: 1326- 100 rev.G, and in accordance with the details on Proposed bike store plan ref: 1326 – 213 , and agent email dated 31.01.2024, prior to the proposed accommodation being brought into use, and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

7) a) Electric vehicle charging points shall be implemented in the locations shown on Proposed site plan ref: 1326- 100 rev.G .

b) Finalised specifications of the electric charging points shown on Proposed site plan ref: 1326- 100 rev.G .shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development hereby approved.

c) Prior to occupation of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

8) Prior to commencement of any above ground works, full detailed designs (including specifications, and any TRO's) of all off site highways works, shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the approved details, prior to the first residential apartment being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

9) a) Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed 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 attending or employed in the development

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

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

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

10) No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards have been submitted to and approved in writing by the Local Planning Authority. The approved surface water drainage scheme shall be implemented prior to occupation of the apartments hereby approved, in accordance with those details that have been approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy (2012).

11) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme has been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details 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.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

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

Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012) .

13) a) The development shall be implemented in accordance with the Noise Impact Assessment received 3rd November 2023 for acoustically insulating the proposed residential accommodation against traffic noise from Devonshire Street and Coverdale Crescent, and commercial uses in the local area.

b) Prior to first occupation of the residential apartments, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason- To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

14) a) Any externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. The scheme shall be submitted to and approved in writing by the City Council as Local Planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the apartments are occupied.

b) Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria has been met. Any instances of nonconformity with the

recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason -To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site and safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

15) The waste storage arrangements shall be implemented in accordance with locations shown on the approved plan ref: Proposed site plan ref: 1326- 100 rev.G, and the details on Proposed bin store plan ref: 1326 – 212 , and waste proforma, prior to the proposed residential accommodation being brought into use. The implemented waste storage arrangements shall remain in situ whilst the use or development is in operation.

Reason - In the interests of public health and residential amenity, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy (2012).

16) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday. No deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the living conditions of nearby residential occupiers, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

17) a) Prior to any above ground works, details of any external lighting shall be submitted to and approved in writing by the City Council as local planning authority. Any external lighting shall be designed to minimise glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria have been met. Any instances of

non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

18)a) The development shall be implemented in accordance with the Air Quality Impact Assessment version 3 dated 08.12.2023

b) Prior to the first occupation of the apartments any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason- To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

19)The development shall only be carried out in accordance with section 4 in the Crime Impact Statement Version B 14.12.2023 ref: 2023/0528/CIS / 01. 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 for that the development.

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

20) The use hereby approved shall only be implemented in accordance with the measures detailed within the submitted Management Strategy received 3rd November 2023
The Management Strategy shall be adhered to at all times, so long as the agreed use is operational.

Reason - In the interests of public safety and to safeguard residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

21) The window openings shall be implemented in accordance with the details shown on Proposed window reveal details plan ref: 1326-107.

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

22) a) The hard and soft landscaping treatment scheme shown on Landscape plan ref: 1326 -104 rev.F and maintenance strategy shall be implemented not later than 12 months from the date the building is first occupied.

b) 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 Manchester Core Strategy (2012).

23) No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012)

24) Prior to the commencement of development (including ground works and vegetation clearance), a reasonable avoidance measures method statement for hedgehog and other wildlife covering the site clearance and construction phases of the development shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved measures.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994) , pursuant to policy EN15 of the Manchester Core Strategy (2012).

25) The bird and bat bricks shall be implemented in accordance with the locations and design on the Proposed bird and bat brick locations plan ref: 1326 -106 rev.A prior to the proposed residential accommodation being brought into use. The implemented bird and bat bricks shall remain in situ whilst the use or development is in operation.

Reason - To ensure that ecology management is adequately in place to comply with policy EN15 of the Manchester Core Strategy (2012).

26) a) The development shall be implemented in accordance with the measures in the Energy and Sustainability Statement Energy in terms of sustainability and energy efficiency.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

27) The boundary treatment shall be implemented in accordance with the identified locations on Boundary treatments plan ref: 1326-105 rev.E. The approved scheme shall be implemented in full before the dwellings are first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

29) a) The development shall be implemented in accordance with the level of affordable housing provision and tenure as set out in the affordable housing statement received Affordable Housing Statement received 11th February 2024.

b) Prior to above ground works of the apartments hereby approved:

(i) 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 such exclusions and exemptions as may be approved by the City Council); and

(ii) 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) ;

shall be submitted to and approved by the local planning authority.

c) The approved affordable housing scheme shall be implemented as part of the development and thereafter observed subject to the following exclusions and exemptions:

1. The affordable housing scheme shall not be binding upon a mortgagee, chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator (each a receiver) of the whole or any part of the affordable housing or any persons or bodies deriving title through such mortgagee or chargee or receiver.

2. The affordable housing scheme which is the subject of this condition shall cease to apply (and shall be of no further effect) to any dwelling that has been acquired by an individual owner/purchaser and/or their mortgagee OR any dwelling in respect of which a statutory or voluntary right to buy or acquire has been exercised.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H4 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

30) The planning permission hereby granted relates to the use of the building as 24 no. self-contained residential apartments for supported housing only and for no other purpose.

Reason - For the avoidance of doubt and in the interests of residential amenity, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Network Management teams via Email - highwaylicences@manchester.gov.uk highwaynetworkmanagement@manchester.gov.uk

2. Construction works shall be confined to the following hours:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

3. Hedgehogs and amphibians hibernate between October and March and use wood piles and other materials/vegetation for cover. It is therefore suggested that in the interest of best practice, between October and March any wood piles or other suitable materials and vegetation within the area should be checked for hibernating hedgehogs/amphibians before disturbance/clearance. If hedgehogs/amphibians are found at any time during works they should be moved to a safe place outside of the working area where they will be safe from predators.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property
MCC Flood Risk Management
MCC Supported Housing Monitoring Group
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

2 Polebrook Avenue, Manchester, M12 4EL
6 Polebrook Avenue, Manchester, M12 4EL
31 Tarleton Street, Manchester, M13 9BS
23 Tarleton Street, Manchester, M13 9BS
117 Devonshire Street South, Manchester, M13 9HY
115 Devonshire Street South, Manchester, M13 9HY

152 Stockport Road, Manchester, M13 9DZ
148 Stockport Road, Manchester, M13 9DZ
146 Stockport Road, Manchester, M13 9DZ
4 Ardwick Terrace, Manchester, M12 4DL
87 Aked Close, Manchester, M12 4AN
30 Ardwick Terrace, Manchester, M12 4DL
34 Polebrook Avenue, Manchester, M12 4EL
Unit 55, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 2, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Units 3-4, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
18 Polebrook Avenue, Manchester, M12 4EL
Flat 3, 10 Polebrook Avenue, Manchester, M12 4EL
16 Polebrook Avenue, Manchester, M12 4EL
Unit 91, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 14, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 7, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 70, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 76-77, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 79, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 116, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 87, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 115, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 33, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 36, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 50, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 66, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 18, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 22, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 94, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
1 Rockingham Close, Manchester, M12 4RG
2 Rockingham Close, Manchester, M12 4RG
5 Rockingham Close, Manchester, M12 4RG
5 Kershaw Walk, Manchester, M12 4AL
56 Coverdale Crescent, Manchester, M12 4FG
50 Coverdale Crescent, Manchester, M12 4FG
23 Kershaw Walk, Manchester, M12 4AL
27 Kershaw Walk, Manchester, M12 4AL
27 Tarleton Street, Manchester, M13 9BS
5 Polebrook Avenue, Manchester, M12 4EL
7 Polebrook Avenue, Manchester, M12 4EL
20 Polebrook Avenue, Manchester, M12 4EL
Drive Through Restaurant, 129 Stockport Road, Manchester, M12 4AB
Flat 5, 10 Polebrook Avenue, Manchester, M12 4EL
Unit 97, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 90, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 100, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 106, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 112, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 26, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 74, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 25, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 23, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 54, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 52, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH

Unit 51, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 59, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 20, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 93, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Apex House, Devonshire Street North, Manchester, M12 6JQ
Ground Floor To Fifth Floor, Apex House, Devonshire Street North, Manchester, M12 6JQ
Manchester College Of Arts And Technology, Hyde Road, Manchester, M12 6BA
11 Rockingham Close, Manchester, M12 4RG
11 Kershaw Walk, Manchester, M12 4AL
19 Rockingham Close, Manchester, M12 4RG
1 Polebrook Avenue, Manchester, M12 4EL
8 Polebrook Avenue, Manchester, M12 4EL
17 Kershaw Walk, Manchester, M12 4AL
111 Devonshire Street South, Manchester, M13 9HY
77 Aked Close, Manchester, M12 4AN
13 Kershaw Walk, Manchester, M12 4AL
2 Kershaw Walk, Manchester, M12 4AL
30 Polebrook Avenue, Manchester, M12 4EL
20 Ardwick Terrace, Manchester, M12 4DL
144 Stockport Road, Manchester, M13 9DZ
Unit 45, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 117, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 40, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 1, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 3, Devonshire Industrial Estate, Stockport Road, Manchester, M12 6AG
Unit 15, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 101, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 103, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 113, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 71, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 84, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 81, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 35, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 37, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 61, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 49, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 46, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 29, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 95, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
6 Rockingham Close, Manchester, M12 4RG
3 Kershaw Walk, Manchester, M12 4AL
7 Kershaw Walk, Manchester, M12 4AL
12 Rockingham Close, Manchester, M12 4RG
14 Rockingham Close, Manchester, M12 4RG
Flat 1, 10 Polebrook Avenue, Manchester, M12 4EL
25 Kershaw Walk, Manchester, M12 4AL
29 Tarleton Street, Manchester, M13 9BS
21 Tarleton Street, Manchester, M13 9BS
113 Devonshire Street South, Manchester, M13 9HY
16 Ardwick Terrace, Manchester, M12 4DL
83 Aked Close, Manchester, M12 4AN
32 Ardwick Terrace, Manchester, M12 4DL
28 Ardwick Terrace, Manchester, M12 4DL
36 Polebrook Avenue, Manchester, M12 4EL

24 Polebrook Avenue, Manchester, M12 4EL
ACTIVE ENERGY DIRECT LIMITED, Unit 41, Cariocca Enterprises, 2 Hellidon Close,
Manchester, M12 4AH
12 Polebrook Avenue, Manchester, M12 4EL
Unit 12, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 11, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 107, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 108, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 83, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 78, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 89, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 48, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 64, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 17, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
4 Rockingham Close, Manchester, M12 4RG
10 Rockingham Close, Manchester, M12 4RG
9 Kershaw Walk, Manchester, M12 4AL
17 Rockingham Close, Manchester, M12 4RG
16 Rockingham Close, Manchester, M12 4RG
62 Coverdale Crescent, Manchester, M12 4FG
4 Polebrook Avenue, Manchester, M12 4EL
21 Kershaw Walk, Manchester, M12 4AL
109 Devonshire Street South, Manchester, M13 9HY
107 Devonshire Street South, Manchester, M13 9HY
154 Stockport Road, Manchester, M13 9DZ
105 Devonshire Street South, Manchester, M13 9HY
33 Tarleton Street, Manchester, M13 9BS
2 Devonshire Street, Manchester, M12 4BB
10 Ardwick Terrace, Manchester, M12 4DL
8 Ardwick Terrace, Manchester, M12 4DL
42 Polebrook Avenue, Manchester, M12 4EL
24 Ardwick Terrace, Manchester, M12 4DL
8 Kershaw Walk, Manchester, M12 4AL
18 Ardwick Terrace, Manchester, M12 4DL
Post Office, 117 Stockport Road, Manchester, M12 6AA
Flat 2, 10 Polebrook Avenue, Manchester, M12 4EL
Unit 110, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 5, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 28, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 73, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 72, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 86, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 114, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 32, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 34, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 38, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 30, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 67, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 21, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 96, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
21 Rockingham Close, Manchester, M12 4RG
58 Coverdale Crescent, Manchester, M12 4FG
52 Coverdale Crescent, Manchester, M12 4FG
4 Kershaw Walk, Manchester, M12 4AL

119 Devonshire Street South, Manchester, M13 9HY
103 Devonshire Street South, Manchester, M13 9HY
150 Stockport Road, Manchester, M13 9DZ
35 Tarleton Street, Manchester, M13 9BS
85 Aked Close, Manchester, M12 4AN
81 Aked Close, Manchester, M12 4AN
15 Kershaw Walk, Manchester, M12 4AL
25 Rockingham Close, Manchester, M12 4RG
27 Rockingham Close, Manchester, M12 4RG
40 Polebrook Avenue, Manchester, M12 4EL
Unit 118, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Devonshire Industrial Estate, Stockport Road, Manchester, M12 6AG
Flat 4, 10 Polebrook Avenue, Manchester, M12 4EL
Unit 98, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 109, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 6, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 27, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 69, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 24, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 53, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 56, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 58, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 39, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 31, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 19, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 92, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Nicholls Sixth Form Centre, Ford Street, Manchester, M12 6BA
3 Rockingham Close, Manchester, M12 4RG
1 Kershaw Walk, Manchester, M12 4AL
15 Rockingham Close, Manchester, M12 4RG
3 Polebrook Avenue, Manchester, M12 4EL
Mercy Educational Society, 116 Hyde Road, Manchester, M12 5AR
19 Kershaw Walk, Manchester, M12 4AL
25 Tarleton Street, Manchester, M13 9BS
St Lukes Church And Neighbourhood Centre, Guide Post Road, Manchester, M13 9HP
14 Ardwick Terrace, Manchester, M12 4DL
6 Ardwick Terrace, Manchester, M12 4DL
2 Ardwick Terrace, Manchester, M12 4DL
79 Aked Close, Manchester, M12 4AN
23 Rockingham Close, Manchester, M12 4RG
26 Ardwick Terrace, Manchester, M12 4DL
26 Polebrook Avenue, Manchester, M12 4EL
28 Polebrook Avenue, Manchester, M12 4EL
14 Polebrook Avenue, Manchester, M12 4EL
10 Polebrook Avenue, Manchester, M12 4EL
Flat 6, 10 Polebrook Avenue, Manchester, M12 4EL
Unit 16, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 99, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 102, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 104, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 68, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 75, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 80, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH

Unit 57, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 60, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 47, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 63, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
7 Rockingham Close, Manchester, M12 4RG
9 Rockingham Close, Manchester, M12 4RG
12 Ardwick Terrace, Manchester, M12 4DL
22 Ardwick Terrace, Manchester, M12 4DL
38 Polebrook Avenue, Manchester, M12 4EL
32 Polebrook Avenue, Manchester, M12 4EL
22 Polebrook Avenue, Manchester, M12 4EL
6 Kershaw Walk, Manchester, M12 4AL
142 Stockport Road, Manchester, M13 9DZ
Unit 44, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 42-43, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 9, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 8, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 111, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 82, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 85, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 88, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Unit 65, Cariocca Enterprises, 2 Hellidon Close, Manchester, M12 4AH
Stagecoach Manchester Bus Depot, Hyde Road, Manchester, M12 6JS
8 Rockingham Close, Manchester, M12 4RG
64 Coverdale Crescent, Manchester, M12 4FG
60 Coverdale Crescent, Manchester, M12 4FG
54 Coverdale Crescent, Manchester, M12 4FG

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH AREA