

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135790/FO/2022

Date registered valid: 31 January 2023

Proposal: Erection of 4 x two storey dwellinghouses (Class C3) with associated parking, landscaping and boundary treatment

Address: Junction At Canberra Street And Coatbridge Street Manchester

Ward(s): Clayton & Openshaw Ward

Applicant: Mr Aidan Jackson, The Guinness Partnership

Agent (if any): Mr David Smith, John McCall Architects

Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 21 June 2023

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 20 February 2023

Standard consultations:

Printed: 8 February 2023 Expired: 1 March 2023

Neighbour notifications

Printed: 8 February 2023 Expired: 1 March 2023

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to the Junction At Canberra Street and Coatbridge Street within the east Manchester ward of Clayton & Openshaw. The site relates to a strip of open green space close to the junction of Canberra Street and Coatbridge Street and measures approximately 671.5m². The site previously contained homes which were subsequently cleared (further details contained within the planning history section of the report).

The site is bounded by low black metal railings to the east and south. The site is bounded by the western boundary of no.11 Coatbridge Street (in the form of a high, dense hedge) to the eastern boundary and the northern boundary of the application site is open with further green space close to the junction of Canberra Street and Kingsbury Street. The green space with trees to the north and north east of the site is registered as Kingsbury Road Park.

Low rise residential properties surround the immediate area of the application site. Further south of the application site lies Ashton New Road and areas for once residential properties have been cleared. Clayton Hall sits further west of the site, and further residential properties are sited further to the east and north of the site.

Existing properties sited opposite the application site on Canberra Street are typical Victorian style back to back terraced, red brick properties, which are accessible from the street, with small

courtyards to the rear. Properties along Coatbridge Street which the application site bounds to the south consist of newer, red brick, semi-detached properties with extensive gardens to the rear, which are set back from the street by small areas of amenity space to the front. Properties along the southern side of Coatbridge Street are again newer in age, consisting of a terrace of red brick two storey properties. Properties to the north of the applicant site beyond the Kingsbury Road Park are most similar to those along the northern side of Coatbridge Street with semi-detached properties with a larger amount of amenity space to the rear.

Description of development

The submitted application seeks planning permission for the erection of 4 x two storey dwellinghouses (Class C3) with associated parking, landscaping and boundary treatment.

The properties would be sited with the primary elevations of properties facing Canberra Street, set back from the highway by approximately 2 metres. The proposal would create 2 blocks and 4 units; 2 pairs of semi-detached properties, with 2 bedroom and 4 people occupancy each. Each of the homes would have an internal space of 83sqm.

Each property would benefit from one off-street parking space to the side of the property contained by metal bi-folding gates, a small section of front amenity space and large rear gardens. Unit 4, at the junction of Canberra Street and Coatbridge Street, would benefit from the most amenity space to the side of the property in addition to space at the rear. Each property would benefit from secure rear boundaries with lockable access gates to the rear and boundaries to the front of Canberra Street would benefit from brick walls and railings. Bin storage would be sited for each property within rear amenity spaces.

Amended drawings

Plans were amended following concerns with boundary treatment, parking arrangements, bin store arrangements and the internal space dimensions of the properties. Three subsequent re-consultation periods were undertaken with neighbours and consultees re-notified accordingly:

- Re-notification no.1- Due to additions and changes to the layout (undertaken 7 March 2023),
- Re-notification no.2- Due to changes with boundary treatment (undertaken 23 March 2023),
- Re-notification no.3- Due to changes to the space dimensions of the properties and bin storage alterations (undertaken 6 June 2023).

Planning history

Historic planning history exists for the site which includes:

068816/VO/2003/N2- Clayton Housing Scheme- CITY COUNCIL DEVELOPMENT

Refurbishment of council housing including renewal of porches and canopies, new bay windows and new roofs.

Approved 9 September 2003.

062644/FO/NORTH2/01- Coatbridge St, Scofield St, Ashton New Rd and Canberra St, Clayton- Environmental improvements and gating of alleyways with 2.4 metre high gates between a) 657-717 Ashton New Rd, 1-7 Scofield St, 28-38 Coatbridge St. b)657-679 Ashton New Rd, 2-10 Coatbridge St, 649-655 Ashton New Rd, 3-9 Canberra St and behind 12-28 Canberra St.

Approved 6 September 2001.

F12317 and F10555- 24 Canberra Street- Single-storey extension side of dwellinghouse to form a kitchen and bathroom.
Permitted Development.

041308- 28, Canberra Street- Change of use from shop with living accommodation to dwellinghouse.
Approved 4 June 1992.

033492- 28, Canberra Street- Two storey rear extension and installation of a new shop front.
Approved 19 April 1989.

Consultations & Notification Responses

Local residents

Local residents were consulted and one response was received.
The response was in favour of development, although raised concerns that the construction would produce dust and noise. The response also asked how the properties could be rented by the applicant (not a planning consideration).

No further resident comments were received through the re-consultation process.

Greater Manchester Police

Greater Manchester Police were consulted on the proposal and provided the following comments:

- 1.The boundary adjacent the public space to the North should be 2100mm to prevent climbing. It is also recommended that a strip of defensible planting is installed to the outer face to restrict access.
- 2.The houses should be built to Secured by Design standards.

Consultation comments following re-notification due to the revised scheme (re-consultation no.2- 23 March 2023):

We have no additional comments on this application.

No further comments were received for re-consultation no.3.

Neighbourhood Trees

Neighbourhood Trees provided the following comments:

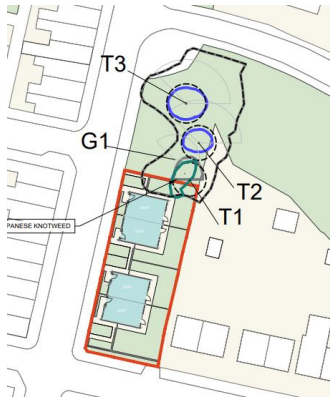
I have viewed the relevant documents and my comments are as follows:

As the developer is not encroaching into the root protection zones of T2 and T3, there should be no impact on the two trees of significant value on this site.

I can confirm that we would have no objection to the proposed development subject to these trees having adequate root protection during the housing construction.

We would expect to see Heras fencing erected to ensure no materials or machinery are stored within the rooting area of T2 and T3.

Please see a plan of the proposed layout below:



No further comments were received for the re-notification periods undertaken.

Environmental Health

Environmental Health provided the following comments on the scheme:

CONSTRUCTION MANAGEMENT PLAN

Prior to the commencement of development, a construction management plan outlining working practices shall be submitted to and approved in writing by the City Council as Local Planning authority, which for the avoidance of doubt shall include as a minimum:

- Measures to control noise and vibration;
- Dust suppression measures;
- Compound locations where relevant;
- Details of an emergency contact telephone number;
- A community consultation plan; and
- Sheeting of construction vehicles.

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

Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

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

**The applicant should refer to MCC's noise from building sites [webpage](#) for further guidance and also [IAQM/EPUK Construction Guidance](#) on controlling emissions.*

NSE4

a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Canberra Street and Ashton New Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB L_{Aeq} (individual noise events shall not exceed 45 dB $L_{Amax,F}$ by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00)	35 dB L_{Aeq}
Gardens and terraces (daytime)	55 dB L_{Aeq}

Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

b) Prior to first occupation of the residential units, 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.

**We have reviewed the submitted E3P Noise Impact Assessment, ref 50-477-R1-4, dated November 2021, and can provide the following comments:*

- 1. The report states that measurements were obtained during 10:00-13:00 hrs on a weekday. Clarification should be provided for why an extended survey in accordance with [MCC's guidance](#), including night-time monitoring, was not undertaken.*
- 2. Section 4.1 of the report states that "Only rear garden areas are assumed to be used for relaxation purposes." As per the above recommended standard condition, 55 dB L_{Aeq} is the maximum level for all external amenity areas for residential developments. Clarification should be provided for this item.*

We will provide further comments on the report's conclusions and recommendations when the above points have been addressed.

REF*

a) Before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health.

**We have the following comments regarding the submitted information:*

- 1. The submitted proforma appears to have been incorrectly completed regarding the total number of bins to be provided.*
- 2. The Waste Management Strategy must include details of internal stores for both waste and recycling, including any plans and designs.*
- 3. The drawing referenced in the proforma, Drawing No. 1791 PL.003, does not show external bin storage areas; this should be amended.*

AIR QUALITY*

a) Prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) 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 Core Strategy.

**The submitted proposed site plan includes a proposal to include 7kW EV charge points for each dwelling, which is accepted. The developer should refer to [IAQM Planning guidance](#) for further information on boilers etc if relevant.*

CLAND01*

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 [INSERT] of the Unitary Development Plan for the City of Manchester.

**We have reviewed the following submitted Curtins reports and provide comments below:*

- Phase 1 Preliminary Risk Assessment, ref 077873-CUR-00-XX-RP-GE-012 rev V01, dated 07 May 2021*
- Phase 2 Geo-Environmental and Geotechnical Report, ref 077873-CUR-00-XX-RP-GE-045, dated 30th November 2022*

1. Phase 1 report: no comments.

2. Phase 2 report:

- a. Section 8.0 states "A suitable thickness of clean and inert capping should be installed in all private gardens and areas of soft landscaping, detailed in a remediation strategy." This proposal is accepted, and a remediation strategy in accordance with [MCC's guidance](#) should be submitted for approval.*
- b. Calibration certificates for the gas monitoring equipment are required for the periods monitored.*

Consultation comments following re-notification (no.1) due to the revised scheme:

The revised site plan addresses our comment regarding external bin storage areas (our memo 28 Feb).

Via email on 4th April:

The 'Drawing - Site Plan' uploaded 23 Mar 2023 only shows 3 wheeled bins in the external bin stores. I'm not sure whether I overlooked this in previously submitted plans but just to clarify that they'll need space for 4 bins as per their submitted waste proforma.

Re-notification no.3 (6 June):

We have no comments regarding the above renotification.

GM Ecology Unit

The Greater Manchester Ecology Unit were consulted and offered the following comments:

Summary

There are no significant ecological issues associated with this development site. Issues relating to nesting birds, Japanese knotweed and biodiversity mitigation and enhancement can be dealt with via condition and or informative.

Protected Species

I am satisfied that it is very unlikely that there will be any protected species issues associated with this site. Whilst the consultant notes that bats may be roosting in nearby properties, I am satisfied that it is extremely unlikely that a development of this scale and nature would result in disturbance. No further information or measures are required.

Nesting Birds

There are no trees on the site but trees on adjacent land to the north overhang the site and disturbance is likely. I am however satisfied that the risks are very low and can be dealt with via an informative along the following lines.

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

Japanese Knotweed

This invasive species is present on the northern edge of the site. Its roots are therefore likely to spread under the site, Species such as Japanese knotweed are included within schedule 9 part 2 of the Wildlife & Countryside Act 1981, as amended. It is an offence to introduce or cause to grow wild any plant listed under this schedule. Given the roots of this plant will likely be disturbed and this species is capable of regrowth from tiny root fragments, that could be transferred off-site, I recommend a condition along the following lines is applied to any permission.

Prior to any earthworks a method statement detailing eradication and/or control and/or avoidance measures for Japanese knotweed should be supplied to and agreed in writing to the LPA. The agreed method statement shall be adhered to and implemented in full unless otherwise agreed in writing by the LPA.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 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 around 0.06ha of amenity grassland a low ecological value habitat. This will be replaced with buildings and vegetated garden a combination of negligible and low ecological value habitats. There are no specific species issues associated with this site. The proposal in its current form will likely result in a net loss of biodiversity (if measured using biodiversity net gain metrics) due to the increase in negligible value habitats on the site as whilst new tree planting is proposed these are located in the gardens and survival therefore not guaranteed. However, as net gain is not as yet mandatory, if tree planting includes native species and bird and bat boxes provided on the new build, I am satisfied that the development would meet the current guidance under the NPPF. *The biodiversity enhancement and landscape details can therefore be conditioned.*

Consultation comments following re-notification no.1 (7 March 2023):

The amended plans will not make any material difference to the ecological issues related to this development. My previous comments of the 27th February 2023 still apply.

Consultation comments following re-notification no.2 (23 March 2023):

The amended plans will again not make any material difference to the ecological issues related to this development. My previous comments of the 27th February 2023 still apply.

Consultation comments following re-notification no.3 (6 June 2023):

I have no objection to the amended plans, by previous recommendations of the 27th February still apply.

Highway Services

Highways were consulted on the application and provided the following comments:

TRIP GENERATION AND JUNCTION CAPACITY

It is accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

SITE ACCESSIBILITY

The site is located in an established residential area and is well accessed by sustainable modes with regular bus services running along the A662 Ashton New Road and Eastern By-Pass. Clayton Hall Metrolink stop is also located within walking distance of the site.

PARKING AND ACCESS

The submitted Transport Statement states that each dwelling will provide 2no. car parking spaces whilst submitted plans and planning application form makes reference to 1no. parking space per dwelling.

The Design & Access Statement states that the development will provide a mix of 2-bed and 3-bed accommodation, however 2-bedroom dwelling are referenced in the planning application form.

Highways therefore assume that the proposals comprise all 2-bedroom dwellings, each of which will be supported by 1no. off-road driveway parking space. Based on the size of dwellings and sustainable location, this level of parking provision is considered acceptable by Highways.

The applicant should that all individual driveway parking spaces are constructed to a minimum of 3.0m x 6.0m to ensure that vehicles do not impact on the adopted highway. In line with MCC Residential Guidelines, provision of an electric vehicle charging point (minimum 7kW) is required at each property.

BOUNDARY TREATMENTS

Any boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines.

Any gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users.

OFF-SITE HIGHWAYS WORKS

Footway reinstatement is proposed at the existing vehicular access on Coatbridge Street. Should the planning application be approved, the applicant will be required to enter into Section 278/184 agreement for the alterations to the existing highways including reinstatement of the footway and for the installation of dropped kerbs for driveway access from Canberra Street. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

Submitted plans indicate that the proposed driveway access points would not impact on an existing lighting column. However, should lighting columns potentially need to be relocated to facilitate the development proposals, then the applicant should liaise with MCC's Street Lighting Team (e-mail: manchester.streetlighting@amey.co.uk). The cost of such works would be funded by the applicant.

CYCLE PARKING

No details of cycle parking provision have been submitted with the application. 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.

REFUSE AND SERVICING

Refuse will be stored within the curtilage of the site although no bin storage areas are shown. In alignment with existing operations within the surrounding area, bins will be

presented for collection on Canberra Street on waste collection days which is considered acceptable to Highways.

CONSTRUCTION MANAGEMENT

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway together with associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality.

The applicant should be 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 Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email: highwaylicences@manchester.gov.uk).

Suggested Conditions:

- EV charging points
- Off site highways works (to cover S278/184 Agreement)
- Cycle parking
- CMP

Consultation comments following re-notification no.1 (7 March):

TRIP GENERATION AND JUNCTION CAPACITY

It is accepted that the development is unlikely to generate any highway safety, traffic or network capacity concerns.

SITE ACCESSIBILITY

The site is located in an established residential area and is well accessed by sustainable modes with regular bus services running along the A662 Ashton New Road and Eastern By-Pass. Clayton Hall Metrolink stop is also located within walking distance of the site.

PARKING AND ACCESS

The submitted Transport Statement states that each dwelling will provide 2no. car parking spaces whilst submitted plans and planning application form makes reference to 1no. parking space per dwelling.

The Design & Access Statement states that the development will provide a mix of 2-bed and 3-bed accommodation, however 2-bedroom dwelling are referenced in the planning application form.

Highways therefore assume that the proposals comprise all 2-bedroom dwellings, each of which will be supported by 1no. off-road driveway parking space. Based on the size of dwellings and sustainable location, this level of parking provision is considered acceptable by Highways.

No driveway dimensions have been provided. The applicant should confirm that all individual driveway parking spaces are constructed to a minimum of 3.0m x 6.0m to ensure that vehicles do not impact on the adopted highway.

In line with MCC Residential Guidelines, provision of an electric vehicle charging point (minimum 7kW) is required at each property.

BOUNDARY TREATMENTS

Any boundary treatments with frontage to the adopted highway should retain appropriate visibility from a height of 600mm upwards in order to protect sight lines. It is unclear how high the proposed 'low wall with metal railing' is and whether the proposed wall conforms to this requirement.

Gating which is accessed from the highway must be ensured to be inwardly opening, in order to prevent obstruction to passing footway users. It is unclear how inward gating on the proposed driveways would operate should a vehicle be parked on the driveway.

OFF-SITE HIGHWAYS WORKS

Footway reinstatement is proposed at the existing vehicular access on Coatbridge Street.

Should the planning application be approved, the applicant will be required to enter into Section 278/184 agreement for the alterations to the existing highways including reinstatement of the footway and for the installation of dropped kerbs for driveway access from Canberra Street. This will require the agreement with MCC's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004). This will be funded at the applicant's expense.

Submitted plans indicate that the proposed driveway access points would not impact on an existing lighting column. However, should lighting columns potentially need to be relocated to facilitate the development proposals, then the applicant should liaise with MCC's Street Lighting Team (e-mail: manchester.streetlighting@amey.co.uk). The cost of such works would be funded by the applicant.

CYCLE PARKING

No details of cycle parking provision have been submitted with the application. 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.

REFUSE AND SERVICING

Refuse will be stored within the curtilage of the site. In alignment with existing operations within the surrounding area, bins will be presented for collection on Canberra Street on waste collection days which is considered acceptable to Highways.

CONSTRUCTION MANAGEMENT

A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway together with associated traffic management. The document should also consider ongoing construction works and contractor parking in the locality.

The applicant should be 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 Applications and Network Resilience teams via Contact Manchester (Tel: 0161 234 5004 / Email:

highwaylicences@manchester.gov.uk).

Suggested Conditions:

- EV charging points
- Off site highways works (to cover S278/184 Agreement)
- Cycle parking
- CMP

Consultation comments following re-notification no.2 (23 March 2023):

Updated Plans 23.03.2023

Updated plans show the requested 6m x 3m parking space dimensions together with 7Kw EV charge points.

Bi-folding gates will be provided to allow vehicular access to the proposed parking bays which is considered acceptable by Highways.

Highways has no concerns on the proposed changes the boundary treatment adjacent to no. 11 Coatbridge Street.

Consultation comments following re-notification no.3 (6 June 2023):

No additional comments.

Flood Risk Management Team

The MCC Flood Risk Team were consulted and provided the following comments:

The information uploaded to the Planning Portal from 19 Dec 2022 to 31 Jan 2023 has been considered.

Condition 1: No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- o A finalised drainage layout showing all components, outfalls, levels and connectivity;
- o Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable;
- o An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.
- o A blockage risk assessment is undertaken as part of the drainage strategy to support proposed flows less than 5 l/s. If the risk cannot be adequately managed, a higher minimum discharge rate should be considered / agreed with relevant parties.
- o Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;
- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change;
- o Assessment of overland flow routes for extreme events. Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow

routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

- o Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- o Hydraulic calculation of the proposed drainage system;

- o Construction details of flow control and SuDS elements.

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

Condition 2: No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have 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 there is funding and maintenance mechanism for the lifetime of the development.

No further comments were provided through the re-notification periods undertaken.

United Utilities

United Utilities were consulted on the scheme and provided the following comments:

DRAINAGE

Following our review of the submitted drainage documents; Drainage Strategy Ref: 5218589-ATK-CB-XX-DR-D-0202, Dated 30/01/23, the plans are not acceptable to United Utilities. This is because we have not seen robust evidence that the drainage hierarchy has been thoroughly investigated and the proposals are not in line with the Non-Statutory Technical Standards for Sustainable Drainage Systems (DELETE AS APPROPRIATE &/OR ADD FURTHER EXPLANATION).

Should planning permission be granted we request the following condition is attached to any subsequent Decision Notice:

We request the following drainage condition is attached to any subsequent approval:

CONDITION

Prior to the commencement of development, details of a sustainable surface water drainage scheme and a foul water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority. The drainage schemes 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.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards.

Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution.

The applicant can discuss any of the above with Developer Engineer, Ashleigh Bellerby, by email at wastewaterdeveloperservices@uuplc.co.uk.

Please note, 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 main river).

If the applicant intends to offer wastewater assets forward for adoption by United Utilities, their proposed detailed design will be subject to a technical appraisal by our Developer Services team and must meet the requirements outlined in 'Sewerage Sector Guidance Appendix C – Design and Construction Guidance v2-2' dated 29 June 2022 or any subsequent iteration. This is important as drainage design can be a key determining factor of site levels and layout.

Acceptance of a drainage strategy does not infer that a detailed drainage design will meet the requirements for a successful adoption application. We strongly recommend that no construction commences until the detailed drainage design, has been assessed and accepted in writing by United Utilities. Any work carried out prior to the technical assessment being approved is done entirely at the developer's own risk and could be subject to change.

Management and Maintenance of Sustainable Drainage Systems

Without effective management and maintenance, sustainable drainage systems can fail or become ineffective. We believe we have a duty to advise the Local Planning Authority of this potential risk to ensure the longevity of the surface water drainage system and the service it provides to people. We also wish to minimise the risk of a sustainable drainage system having a detrimental impact on the public sewer network should the two systems interact. We therefore recommend the Local Planning Authority include a condition in any subsequent Decision Notice regarding a management and maintenance regime for any sustainable drainage system that is included as part of the proposed development. The following may be a useful example.

Prior to occupation of the development a sustainable drainage management and maintenance plan for the lifetime of the development shall be submitted to the local planning authority and agreed in writing. The sustainable drainage management and maintenance plan shall include as a minimum:

- a. Arrangements for adoption by an appropriate public body or statutory undertaker, or, management and maintenance by a resident's management company; and
- b. Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

The development shall subsequently be completed, maintained and managed in accordance with the approved plan.

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development.

Please note United Utilities cannot provide comment on the management and maintenance of an asset that is owned by a third party management and maintenance company and we would not be involved in the discharge of the management and maintenance condition in these circumstances.

UNITED UTILITIES PROPERTY, ASSETS AND INFRASTRUCTURE

Where United Utilities' assets cross the proposed red line boundary, developers must contact our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition. Please see 'Contacts' section below.

Water pipelines

United Utilities will not allow building over or in close proximity to a water main.

Wastewater pipelines

United Utilities will not allow a new building to be erected over or in close proximity to a public sewer or any other wastewater pipeline. This will only be reviewed in exceptional circumstances.

Nb. Proposals to extend domestic properties either above, or in close proximity to a public sewer will be reviewed on a case by case basis by either by a building control professional or following a direct application to United Utilities (see our website for further details).

Important information regarding water and wastewater pipelines and apparatus

It is the applicant's responsibility to investigate and demonstrate the exact relationship between United Utilities' assets and the proposed development.

A number of providers offer a paid for mapping service, including United Utilities (see 'Contacts' section below). The position of the underground apparatus shown on water and wastewater asset maps is approximate only and is given in accordance with the best information currently available. Therefore, we strongly recommend the applicant, or any future developer, does not rely solely on the asset maps to inform decisions relating to the detail of their site and instead investigates the precise location of any underground pipelines and apparatus. United Utilities Water will not accept liability for any loss or damage caused by the actual position of our assets and infrastructure being different from those shown on asset maps.

Developer's should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Any agreement to divert our underground assets will be subject to a diversion application, made directly to United Utilities. This is a separate matter to the determination of a planning application. We will not guarantee, or infer acceptance of, a proposed diversion through the planning process (where diversion is indicated on submitted plans). In the event that an application to divert or abandon underground assets is submitted to United Utilities and subsequently rejected (either before or after the determination of a planning application), applicants should be aware that they may need to amend their proposed layout to accommodate United Utilities' assets.

Where United Utilities' assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional load bearing capacity on pipelines without prior agreement from United Utilities. This would include sustainable drainage features, earth movement and the transport and position of construction equipment and vehicles.

Any construction activities in the vicinity of United Utilities' assets, including any assets or infrastructure that may be located outside the applicant's red line boundary, must comply with national building and construction standards and where applicable, our 'Standard Conditions for Works Adjacent to Pipelines', a copy of which is available on our website. The applicant, and/or any subsequent developer should note that our 'Standard Conditions' guidance applies to any design and construction activities in close proximity to water pipelines and apparatus that are no longer in service, as well as pipelines and apparatus that are currently operational.

It is the applicant's responsibility to ensure that United Utilities' required access is provided within any proposed layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity.

WATER AND WASTEWATER SERVICES

If the applicant intends to receive water and/or wastewater services from United Utilities they should visit our website or contact the Developer Services team for advice at the earliest opportunity. This includes seeking confirmation of the required metering arrangements for the proposed development. See 'Contacts' Section below.

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the connection(s) will be suitable for the new proposal or that any existing metering arrangements will suffice. In addition, if reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

In some circumstances we may require a compulsory meter is fitted. For detailed guidance on whether the development will require a compulsory meter please visit <https://www.unitedutilities.com/my-account/your-bill/our-household-charges-20212022/> and go to section 7.7 for compulsory metering.

To promote sustainable development United Utilities offers a reduction in infrastructure charges for applicant's delivering water efficient homes and draining surface water sustainably (criteria applies). For further information, we strongly recommend the applicant visits our website when considering any water or wastewater design <https://www.unitedutilities.com/buildersdevelopers/your-development/planning/building-sustainable-homes/>

Business customers can find additional information on our sustainable drainage incentive scheme at <https://www.unitedutilities.com/Business-services/retailers/incentive-schemes/>

To avoid any unnecessary costs and delays being incurred by the applicant or any subsequent developer, we strongly recommend the applicant seeks advice regarding water and wastewater services, and metering arrangements, at the earliest opportunity. Please see 'Contacts' Section below.

CONTACTS

Website

For detailed guidance on water and wastewater services, including application forms and the opportunity to talk to the Developer Services team using the 'Live Chat' function, please visit: <http://www.unitedutilities.com/builders-developers.aspx>

Email

For advice on water and wastewater services or to discuss proposals near to pipelines, email the

Developer Services team as follows:

Water mains and water supply, including metering - DeveloperServicesWater@uuplc.co.uk

Public sewers and drainage - WastewaterDeveloperServices@uuplc.co.uk

Telephone - 0345 072 6067

Property Searches (for asset maps):

A number of providers offer a paid for mapping service including United Utilities. For more information, or to purchase a sewer and water plan from United Utilities, please visit

<https://www.unitedutilities.com/property-searches/>

Water and sewer records can be viewed for free at our Warrington Head Office by calling 0370 751 0101. Appointments must be made in advance. Public sewer records can be viewed at local authority offices. Arrangements should be made directly with the local authority.

No further comments were provided through the re-notification periods undertaken.

Health and Safety Executive (HSE)

HSE were consulted as the site was suspected to lie within a COMAH zone. A PADHI test was undertaken and the following results were produced:

Land Use Planning Consultation with Health and Safety Executive [Town and Country Planning (Development Management Procedure) (England) Order 2015, Town and Country Planning (Development Management Procedure) (Wales) Order 2012, or Town and Country Planning (Development Management Procedure) (Scotland) Regulations 2013]

The Health and Safety Executive (HSE) is a statutory consultee for certain developments within the Consultation Distance of Major Hazard Sites/ pipelines. This consultation, which is for such a development and is within at least one Consultation Distance, has been considered using HSE's planning advice web app, based on the details input on behalf of Manchester District (B).

HSE's Advice: Do Not Advise Against, consequently, HSE does not advise, on safety grounds, against the granting of planning permission in this case.

Housing: Do Not Advise Against

How many dwelling units are there (that lie partly or wholly within a consultation distance)? 3 to 30 inclusive

Is the dwelling unit density greater than 40 units per hectare? Yes

This advice report has been generated using information supplied by Sue Wills at Manchester District (B) on 21 February 2023.

Note that any changes in the information concerning this development would require it to be re-submitted.

Work and Skills (MCC) Team

The internal Work and Skills Team requested that local labour agreements for the construction phase are placed on any approval granted. They also advised if social value arrangements are already in place through MCC colleagues than they would act as the local labour agreements instead. The Work and Skills Team advised they would investigate the matter further.

During the course of the application, further discussions relating to local labour agreements for the construction phase were undertaken. This will be discussed in further detail during the ISSUES section of the report.

Issues

POLICY

The National Planning Policy Framework (NPPF) (July 2021)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11).

Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective – to help build a strong, responsive and competitive economy, by ensuring that sufficient land of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;
- b) a social objective – to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and
- c) an environmental objective – to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change, including moving to a low carbon economy.

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 5. Delivering a sufficient supply of homes- States 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. Paragraph 71 considers the need for policies to resist inappropriate development of residential gardens, for example where development would cause harm to the local area.
- ii. Chapter 8. Promoting healthy and safe communities- States that planning policies and

decisions should aim to achieve healthy, inclusive and safe places and policies and decisions should promote public safety and take into account wider security and defence requirements.

- iii. Chapter 9. Promoting sustainable transport- States that transport issues should be considered from the earliest stages of development proposals and the planning system should actively manage patterns of growth in support of these objectives.
- iv. Chapter 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. It also encourages the use of previously developed or 'brownfield' sites.
- v. Chapter 12. Achieving well-designed places- Reflects upon the importance of design to the built environment and its contribution to sustainable development and making places better for people. With this in mind, the design of the substantive development has been assessed in relation to the quality and cohesion of its composite building, as well as the function and appearance of public and private spaces.
- vi. Chapter 14. Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that avoid increased vulnerability to the range of impacts arising from climate change and helps to reduce greenhouse gas emissions.

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012.

The Core Strategy is the key document in Manchester's Local Development Framework. It 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. Of relevance are:

Policy SP1 (Spatial Principles); which sets out the City Council's Core Development Principles and states that development in all parts of the City should make a positive contribution to neighbourhoods of choice, amongst these include: creating well designed places that enhance or create character, making a positive contribution to the health, safety and wellbeing of residents, considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity.

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, as identified in national planning guidance, and have regard to the strategic character area in which the development is located.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development); states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices through a number of actions.

Policy EN 8 (Adaptation to Climate Change); states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

Policy EN9 (Green Infrastructure); new development will be expected to maintain existing green infrastructure in terms of its quantity, quality, and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies, the Council will encourage developers to 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.

Policy EN14 (Flood Risk); states 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). In addition, all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. The City of 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.

Policy EN15 (Biodiversity and Geological Conservation); states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either onsite or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN 16 (Air Quality); states that 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.

Policy EN18 (Contaminated Land and Ground Stability); states that the Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste); outlines the council's position on waste management. This includes the requirement that all developers, including those of new waste management facilities within the District, demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal). It also requires all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met. Additional requirements are further listed.

Policy H1 (Overall Housing Provision); states that the proportionate distribution of new housing, and the mix within each area, will depend on several factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester. The policy states that residential development should consider creating mixed communities, development in the right places, follow Manchester's design standards, create appropriate amenity space, the need for parking and cycle provision, prioritising sites close to a high frequency of public transport access and offer residential privacy.

Policy H3 (North Manchester); states that over the lifetime of the Core Strategy, North Manchester will accommodate around 20% 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 parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed use schemes as well as along high frequency public transport routes.

Policy H 8 (Affordable Housing); sets the requirements for affordable housing or an equivalent financial contribution. It is relevant in this case as development would exceed the 15 or more threshold for affordable housing provision.

Policy T1 (Sustainable Transport); relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case that development incorporates sufficient in curtilage car parking, with sufficient space within rear gardens to provide secure cycle storage shed to meet residents' requirements.

Policy T2 (Accessible Areas of Opportunity and Need); looks to manage the pattern of development to ensure that new development is located in accessible locations. Emphasis is given to the need to ensure residents can live in locations accessible to employment, health, education, open space, and leisure opportunities. The policy also states that all new development should provide appropriate car parking facilities.

Policy DM1 (Development Management); which states that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document. The relevant issues are the appropriate siting, layout, scale, form, massing, materials and detail. The impact; on the surrounding areas; in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area. The effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.

Unitary Development Plan Saved Policies

Large elements of the UDP have been superseded by the Core Strategy. The following saved policies are of relevance in the consideration of this application:

DC7.1 states the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

DC26.1 states the Council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the City. In giving effect to this intention, the Council will consider both:

- a. the effect of new development proposals which are likely to be generators of noise; and
- b. the implications of new development being exposed to existing noise sources which are effectively outside planning control.

DC26.2 states new noise sensitive developments (including large scale changes of use of existing land or buildings) such as housing, schools, hospitals, or similar activities, will be permitted subject to their not being in locations which would expose them to high noise levels from existing uses or operations, unless the effects of the noise can realistically be reduced. In giving effect to this policy, the council will take account both of noise exposure at the time of receiving a planning application and of any increase that may reasonably be expected in the foreseeable future.

DC26.4 states where the council believes that an existing noise source might result in an adverse impact upon a proposed new development, or where a new proposal might generate

potentially unacceptable levels of noise, it will in either case require the applicant to provide an assessment of the likely impact and of the measures he proposes to deal satisfactorily with it. Such measures might include the following

- a) engineering solutions, including reduction of noise at source, improving sound insulation of sensitive buildings or screening by purpose-built barriers
- b) layout solutions, including consideration of the distance between the source of the noise and the buildings or land affected by it and screening by natural barriers or other buildings or non-critical rooms within a building; and
- c) administrative steps, including limiting the operating times of the noise source, restricting activities allowed on the site or specifying an acceptable noise limit.

Any or all these factors will be considered appropriate for inclusion in conditions on any planning permission

DC26.5 states the council will control noise levels by requiring, where necessary, high levels of noise insulation in new development as well as noise barriers where this is appropriate.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

Paragraph 2.3 states 'a high-quality environment is created by buildings which reflect their purpose and respect the place in which they are located. Different parts of the City, its neighbourhoods and streets have distinct or individual characters which are a product of the design of their buildings, the nature of the streets, the quality of the landscape or the nature of their activities'.

Paragraph 2.7 states that development should help to sustain local neighbourhoods, encouraging the most appropriate form of development to enliven neighbourhoods and sustain local facilities.

Paragraph 2.14 goes on to say that it is important that new developments are of an appropriate height having regard to location, character of the area and specific site circumstances and local effects, such as microclimatic ones.

Paragraph 2.16 considers the impact of site boundaries, which can be significant and must be considered and incorporated into the design of new developments and conversions from an early stage. Original examples that contribute to the character of the area should be retained. Well designed new treatments such as walls, low walls and railings or hedges and boundary trees, can maintain the enclosure of the street, reinforce the building line, and contribute to the quality of the environment.

Manchester Residential Quality Guidance 2016

Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and raise the quality of life across Manchester. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the

City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management. The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures.

ISSUES

Principle of Development

The application site has been brought forward as part of Manchester City Council's Project 500 scheme. The project is a housing initiative that will deliver new low carbon affordable housing on smaller Council-owned brownfield sites across the city in partnership with Manchester's network of registered housing providers. The first phase of the project will build 378 new low carbon affordable homes across 27 sites, predominantly in the north and east of the city.

The land at the Junction of Canberra Street and Coatbridge Street is not identified within Manchester City Council's SHLAA capacity map. However, it is identified with an appendix to a report taken to Executive in relation to Project 500, as one of the approved sites/ schemes. The Council has therefore identified the site as having potential for future new housing development subject to assessment via the planning process. MCC Strategic Housing have agreed the principle of erecting four homes at this site and thus not developing on the Kingsbury Road Park to the north and north east of the site.

This section of Canberra Street once was the site of residential dwellinghouses with some commercial use and would have mirrored the appearance of properties seen along the western side of Canberra Street. As such, the location is considered appropriate to re-develop the land for housing. The development of the site would contribute positively towards the supply of housing to meet national and city wide targets and increase the provision of affordable, social housing and diversity of tenure in accordance with Chapter 5 of the NPPF and Manchester Core Strategy policies H3 and H1.

It is therefore considered that the principle of development on the site is acceptable subject to the consideration of the following material considerations as impacts of the proposed development: Affordable Housing, Residential Amenity, Space Standards, Accessibility, Siting, Scale, Height and Massing Design, Crime and Security, Boundary Treatment, Highways and Car Parking, Electric Vehicle Charging, Construction Management, Waste, Cycle Storage, Noise and Disturbance, Air Quality, Ground Conditions, Flood Risk and Drainage, Landscaping and Ecology. Consideration will now be undertaken on the listed impacts.

Affordable Housing

Policy H8 of the Manchester Core Strategy establishes that new development (above 10 units) should contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The scheme will be brought forward by The Guinness Partnership, a Registered Provider of Social Housing and being brought forward as The Guinness sites as part of the Manchester City council led Project 500 initiative. This particular proposal will provide 4 homes and as such

would not usually meet the trigger for affordable housing provision, however all the units are to be for social rent, as stated within the Affordable Housing Statement provided within the information as part of the formal planning submission.

This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', whereby the City identifies that alongside a need for good quality, private housing, that, many more people now need affordable housing options due to the sharply increasing market rent prices.

The proposal will provide 100% social rented units. As such, this will exceed the 20% affordable housing provision according to the definition of affordable housing in Annex 2 of the NPPF. The scheme is therefore in accordance with Core Strategy Policy H8.

The Affordable Housing statement was sent through to internal colleagues in Strategic Housing who confirmed the statement matched what had been agreed by Strategic Housing, confirmed via email on 30th March 2023. The statement was later uploaded to reflect the enlarged internal spaces of properties. A condition would be attached to any approval granted ensuring that the commitment within the Affordable Housing Statement is adhered to across the lifetime of the homes.

Space Standards

The proposed development has been assessed against the criteria set out in Manchester's emerging space standards as adopted within the Manchester Residential Quality Guidance. Original plans submitted internal floor spaces, which whilst aligning to national space standards, did not align with Manchester's space standards. As such, the internal floor spaces of the properties were increased to align with Manchester's space standards. Neighbours and consultees were re-notified accordingly.

As such, the design of the proposed houses would achieve the required internal floor space of 4 no. 2 bed 4 person 2 storey house- 83sqm each.

The scheme is therefore considered to provide a good standard of accommodation.

Residential Amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

Overlooking:

As existing, no.11 Coatbridge Street has a dense hedge to the western boundary of the site and the space beyond no.11 Coatbridge Street consists of green open space. No.11 Coatbridge Street as a result of the proposal would experience built form continuing along the entirety of their western boundary. The insertion of the 1.8 metre timber fencing along the proposed properties rear gardens would ensure if the neighbour decided to remove their dense hedge, no adverse privacy implications would occur at ground floor level.

The form of the two storey properties however could give rise to overlooking opportunities from the first floor. This would only be from 3 of the 4 properties. Overlooking would not occur from Unit 4, as the rear of Unit 4 would look onto the gable end of No.11 Coatbridge Street, where no windows are inserted. Units 1-3 would look into the neighbour's rear amenity space but given the neighbour benefits from an extensive garden and the rear of the proposed properties would be sited approximately 5.8 metres from the common boundary, any impacts are not considered to be so undue as to warrant refusal.

It is to be noted prior to being cleared, terraced properties sat along the applicant site with rear elevations which looked onto no.11 Coatbridge Street, at much closer distances than those proposed within this application.

The properties would be sited approximately 2 metres behind the pavement of the eastern side of Canberra Street. Canberra Street follows a traditional back to back terraced properties form of development and as such, the small set back from the buildings proposed would exceed the levels of distance found elsewhere in close proximity to the site e.g., Canberra Street to the south.

Unit 4 with a dual aspect would not give rise to any adverse overlooking opportunities to no.10 Canberra Street, given no windows are inserted within the gable end of no.10 Canberra Street.

Overbearing or overshadowing impacts:

Due to the distance between the surrounding properties and that the proposed properties would be sited to the west of no.11 Coatbridge Street, no overbearing or overshadowing impacts should occur.

Unacceptable noise and disturbance:

The introduction of the 4 new homes at the site, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site and the location to the north of busy road Ashton New Road.

Accessibility

The topography of the site is relatively flat and as stated within the Design and Access Statement, the properties would provide the following principles:

- All units within the scheme to be accessible to those with impaired mobility, sensory impairments and learning difficulties. This includes step free routes to all units unless the site topography makes this impossible. The agent via email on 6 March 2023 confirmed step free access would be available for all the properties proposed.
- Development layout and connections to be clearly laid out, well-lit and include texture aids at crossing points for those with reduced vision.
- Inclusive dwelling design to be utilized to allow access into and around the buildings, including Part M of the building regulations and Lifetime homes.

Siting Scale, Height and Massing

The front elevations of all proposed dwellings would face towards the existing Canberra Street. It is therefore considered that the development would have a strong and cohesive relationship to the street scene, by following the frontage of existing properties along Canberra Street. Natural surveillance would be provided via windows to living rooms and bedrooms fronting the existing street and Unit 4 would also benefit from windows within the side elevation to offer further natural surveillance to the south of the site. The overall configuration is considered to be appropriately related to the existing neighbouring housing, and the street scene.

Existing properties sited opposite the application site on Canberra Street are typical Victorian style back to back terraced, red brick properties, which are accessible from the street, with small courtyards to the rear. Properties along Coatbridge Street which the application site bounds to the south consist of newer, red brick, semi-detached properties with extensive gardens to the rear, which are set back from the street by small areas of amenity space to the front. Properties along the southern side of Coatbridge Street are again newer in age, consisting of a terrace of red brick two storey properties. Properties to the north of the applicant site beyond the Kingsbury Road Park are most similar to those along the northern side of Coatbridge Street with semi-detached properties with a larger amount of amenity space to the rear.

As such, when the proposal would be viewed in conjunction with properties along Canberra Street, they would match the height and scale that is characteristic of the surrounding area. Although the proposal would incorporate off street parking and small front gardens which would be different to the terrace opposite with no front amenity space, the features would provide an positive appearance to the property, as well as providing the residents with additional facilities. A sense of cohesiveness would be seen when viewing the scheme from Canberra Street as the external spacing of Unit 2 and Unit 3 would reflect one another and the external spacing of Unit 4 and Unit 1 would closely match. Furthermore, the same types of boundary treatments would be used throughout when appropriate. As such, the proposal would look uniform and would give the scheme a sense of identity.

The application is therefore considered to be in accordance with Core Strategy Policies EN1 and DM1, along with the Guide to Development in Manchester SPD and the Residential Quality Guide.

Design

The design of the proposed houses would incorporate active frontages along the eastern side of Canberra Street using front doors, small canopies to the front doors and generous glazing, where appropriate. Pitched gables will create a presence and scale. Fenestration is generally arranged with a vertical emphasis to give order, rhythm and a 'domestic' feel to the street elevations. Within the overall order and consistency of form and materials, the character and identity of each individual home is legible through 'own front doors', canopies, fenestration patterns and distinct brickwork detailing.

Although the agent provided details on the materials to be used- red brickwork, red brickwork detailing and thin leading grey concrete roof tiles, further information on the materials to be used is needed and a condition to this effect would be added to any approval granted. The use of the red brick is considered to allow the properties to add a sympathetic addition to the red brick elevation on the western side of Canberra Street and a feature prominent in the wider area.

During the course of the application, details were sought from the agent in terms of window reveals, to ensure the windows were of good architectural design features. The agent provided a drawing of the typical window detailing and via email on 23 March 2023, the agent confirmed all windows would have the same set back. This is considered acceptable and would be conditioned accordingly. The overall proposed design is considered to be acceptable and in accordance with Core Strategy Policies DM1 and SP1.

Crime and Security

A Crime Impact Statement (CIS) was not submitted as part of the formal planning application, due to the proposed number of units. Greater Manchester Police were consulted on the proposal and asked for the boundary treatment to the north of the scheme to have an increased

height of 2.1 metres, to prevent climbing. This was amended to the proposed boundary treatment plan. The police also requested a strip of defensible planting is installed to the outer face to restrict access. However, due to concerns with management and as the planting would have to sit outside of the site edged red to the north of the application site, it was not considered appropriate to action this comment. GM Police also requested the houses are built to Secured By Design standards and a prior to occupation condition has been added to any approval granted.

Carbon Reduction, Climate Change Mitigation and Sustainability

Within the Design and Access Statement submitted (page 26), the following principles would be followed to achieve a carbon reduction:

- Retaining of existing ecological features such as hedges and trees where possible
- Additional new landscaping to supplement the existing landscape
- 'Fabric first' approach including improved insulation and airtightness of new housing beyond the Part L requirements to reduce energy requirements.
- Widening the choice of quality homes available in the area for social sustainability
- Encouraging reduced car use by providing connections to the existing cycle and pedestrian network.
- Houses to be designed to be adaptable and flexible to changing user needs.
- Integrated use of Sustainable Drainage Systems
- Use of low carbon and renewable materials where possible
- Water efficient appliances and water meters to promote responsible water usage.

Given the magnitude of the proposal, the measures outlined above are considered appropriate and the fabric first approach detailed with achievements beyond Part L are considered acceptable in this instance. EN6 within the Core Strategy states an Energy Statement should be submitted with a planning application if the development has over 10 units. As the proposal being assessed is for 4 units, an Energy Statement is not required and the conditioning of the above actions are considered sufficient in this case and would provide a good level of environmental performance and improvement.

Furthermore, the landscaping condition would be added to any approval granted ensuring the insertion of soft and hard landscaping, to the benefit of environmental improvement. Across the site the applicant has indicated that all properties will be wired to facilitate the future charging of electric vehicles. A condition has been included to ensure that these charging points are delivered as part of the development. The development is therefore considered to be in accordance with Core Strategy Policies EN4.

Boundary Treatment

There are a mix of proposed boundary treatments across the site:

- 1.8 metre timber fences would separate the rear gardens of all the properties and would run along the rear of the site, against the common boundary with no.11 Coatbridge Street.
- 2.1 metre brick wall and timber fencing on top would be sited at the very north and south of the site and as well behind the designated car parking spaces.
- 1.8 metre timber gates which would allow access from the front amenity space to the rear
- Brick wall with metal railings (above 600mm would have a level of visual permeability) along the front elevations and to the north western and southern western corners of the site
- Metal railings to the front boundaries
- Metal bi-folding gates for each of the off street car parking spaces.

Highways raised clarification through the course of the application and as such the gates were change to bi-folding gates and given Highways request for a level of visual permeability beyond

600mm for all types of boundary treatment, this was confirmed by the agent. As discussed within the Crime and Security section above, the boundary to the north of the site adjacent to the open green space was amended to be 2.1 metres to ensure privacy and no security implications would arise from the open space. As such, consultee comments are thought to be addressed within the revised boundary treatments proposed. It is also considered the proposed boundary treatments would enhance the appearance of the development site, define public and private spaces and suitably enhance the security of the development.

Permitted Development

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

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid additional extensions or outbuildings being erected without an assessment of their impact.

Highways and Car Parking

Highways were consulted during the consideration of the application and accept the development is unlikely to generate any highway safety, traffic or network capacity concerns and be absorbed on the existing highway network with no capacity or safety concerns. Highways highlighted several sustainable modes for the proposal to be reached via public transport. 100% in-curtilage car parking is shown for each property, accessed from Canberra Street and Highways confirmed the spaces would meet the dimensions of 6 x 3 metres, to ensure that vehicles / pedestrians do not impact on the adopted highway, with 7Kw EV charging points.

During the course of the application, Highways raised the following points, which were subsequently overcome:

- Dimensions of the parking spaces- confirmed to be 6 x 3 metres.
- How a car could park in the space and would have room for the inwardly opening gates to operate. The design was then changed to have bi-folding gates instead of inward opening gates. Highways considered this change and has been considered acceptable.
- Concern was raised over the height of the "proposed 'low wall with metal railing' and whether the proposed wall conforms to this requirement". The agent subsequently annotated on the drawings and showed how the railings would offer a level of visual permeability over 600mm. This was considered acceptable by the Local Planning Authority.

A further discussion took place with Highways regarding the insertion of a 1.8 metre fence along the western boundary of no.11 Coatbridge Street and the 2.1 metre fence along the south of the site and any potential safety implications to the user of no.11 Coatbridge Street using their existing parking arrangement when driving off the drive. Advice was sought by Highways who had no concerns of the proposed changes to the boundary treatment adjacent to no.11 Coatbridge Street.

In terms of refuse and servicing, refuse will be stored within the curtilage of the site. In alignment with existing operations within the surrounding area, bins will be presented for collection on Canberra Street on waste collection days which is considered acceptable to Highways.

The proposed development is therefore considered to be in accordance with Core Strategy

policies T1 and DM1.

Construction Management

The work would take place close to existing dwellings and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition is recommended which would require the submission of highways management plan and details of use of machinery, site management and waste management.

Providing the inclusion of the construction management condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Waste

The applicant has submitted a waste management strategy which has been reviewed by Environmental Health who have requested additional information/ comments with regards to the following:

**We have the following comments regarding the submitted information:*

- 1. The submitted proforma appears to have been incorrectly completed regarding the total number of bins to be provided.*
- 2. The Waste Management Strategy must include details of internal stores for both waste and recycling, including any plans and designs.*
- 3. The drawing referenced in the proforma, Drawing No. 1791 PL.003, does not show external bin storage areas; this should be amended.*

After re-notifications due to revised schemes, Environmental Health stated the bin store indicated on the plans showed 3 bins and not 4 bins and as such the agent was asked to amend the plans accordingly.

The site plan now shows 4 bins to be stored within the rear amenity space of the properties. Environmental Health considered the revised site plan and had no further comments to make.

However, during the course of the application, the agent did not seek to amend the proforma and as such, a pre-commencement condition is therefore recommended to ensure the development secures appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

The applicant has indicated that the proposed houses would incorporate a secured bicycle storage that would be accessible from the street and provide 100% cycle storage, in each of the garden areas. No information with regards to cycle storage for the dwellinghouse has been submitted, therefore a pre-commencement condition has been proposed to ensure these details are submitted and agreed, thereby contributing to the provision of sustainable transportation options in accordance with Manchester Core Strategy policies T1, EN4 and EN8.

Noise and Disturbance

Environmental Health requested a residential acoustic (and overheating) condition be placed on any approval granted, as the proposal is sited off Canberra Street and so could be negatively impacted by noise from both Canberra Street and Ashton New Road. As part of the information submitted, a Noise Impact Assessment was provided. Environmental Health reviewed the report who raised concerns with the method used within the study and sought further clarification of the statements made. They stated how once this information had been obtained, they would be

able to comment further. As such, a pre-commencement condition is therefore recommended to address the above issues and provide a scheme for acoustically insulating the proposed residential accommodation from Canberra Street and Ashton New Road and overheating. The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to this condition.

Air Quality

No Air Quality information was submitted as part of the proposal. As such, Environmental Health requested a pre-commencement condition be attached to any approval granted, in relation to air quality. This would include information in relation to electric vehicle charging and any other considerations, for example boiler emissions. Although EV charging points are shown on proposed site plan, no further information was submitted in relation to specifications to be used. As such, a condition to this effect would be attached to any approval granted.

In addition, the implementation of development in accordance with a construction management plan, as required by condition, is considered to be satisfactory with regards to air quality control during the construction period reducing potential harmful impacts to surrounding existing residents.

With the above conditions and measures in place, the proposed development is therefore considered to be in accordance with policies EN16, SP1 and DM1 of the Core Strategy.

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.

The initial phase 1 site investigation report has been considered by Environmental Health and found to be adequate. They have recommended that further consideration should be given, including a site investigation, final risk assessment and remediation strategy, for which the applicant has agreed to a pre commencement condition.

Flood Risk and Drainage

Two conditions relating to the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14 were sent through to the agent and would be placed on any approval granted.

Landscaping

As part of the information provided, an Arboricultural Constraints and Opportunities Report was submitted. This was reviewed by the Manchester City Council Neighbourhood Trees department. As the developer would not encroach into the root protection zones of T2 and T3, there should be no impact on the two trees of significant value on this site. As such, the Team raised no objection to the proposed development subject to these trees having adequate root protection during the housing construction. The Team advised an informative was placed on any approval granted, to ensure Heras fencing is erected to ensure no materials or machinery are stored within the rooting area of T2 and T3.

Although the site plan showed the insertion of trees and proposed soft landscaping to be inserted, no landscaping plan has been submitted with the application. The agent wished to deal with this through a landscaping pre occupation condition and a condition to this effect has been attached to any approval granted. It is considered the proposed landscaping scheme

would improve the quality of the development and the visual amenity of the area in accordance with Manchester Core Strategy policies SP1, EN9 and DM1.

Ecology

An ecological survey was submitted as part of the development which was reviewed by the Greater Manchester Ecology Unit and no significant ecological issues were identified. The Team advised issues relating to nesting birds, Japanese knotweed and biodiversity mitigation and enhancement can be dealt with via condition and or informative.

In relation to protected species, GMEU were satisfied that it is very unlikely that there will be any protected species issues associated with this site, AND no further information or measures are required.

In relation to nesting birds, the risks from the proposal was very unlikely and an informative incorporating advice would be attached to any approval granted.

In relation to Japanese Knotweed, it is present on the northern edge of the site. As such, a condition will be added to ensure a method statement detailing eradication and/or control and/or avoidance measures for Japanese Knotweed is agreed prior to any vegetation clearance.

Section 174 of the NPPF 2021 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 around 0.06ha of amenity grassland, a low ecological value habitat. This will be replaced with buildings and vegetated garden a combination of negligible and low ecological value habitats. There are no specific species issues associated with this site. The proposal in its current form will likely result in a net loss of biodiversity (if measured using biodiversity net gain metrics) due to the increase in negligible value habitats on the site as whilst new tree planting is proposed these are located in the gardens and survival therefore not guaranteed. However, as net gain is not as yet mandatory, if tree planting includes native species and bird and bat boxes provided on the new build, GMEU were satisfied that the development would meet the current guidance under the NPPF. A condition to this effect would be attached to any approval granted. It is therefore considered that the development presents opportunities for bio-diversity enhancement subject to the relevant conditions in accordance with Core Strategy Policy EN15.

Local Labour Agreement

The internal Work and Skills Team requested that local labour agreements for the construction phase are placed on any approval granted. They also advised if social value arrangements are already in place through MCC colleagues than they would act as the local labour agreements instead.

During the course of the application, further discussions between MCC Strategic Housing and MCC Work and Skills occurred relating to local labour agreements for the construction phase were undertaken. An agreement was reached between all parties that local labour conditions were retracted from any decision notices. Instead, any Social Value/Local Labour that is derived will be reported into Strategic Housing as part of the Projects as they are developed/completed and be feedback to Work and Skills via that mechanism. This was considered acceptable by the LPA and the decision notice would not include the insertion of a local labour condition.

Conclusion

Overall, the development is considered to be acceptable as it would contribute positively towards the supply of housing to meet targets and increase the provision of affordable housing. It is considered that the quality of design and the internal space is satisfactory. Any potentially

harmful impacts of the development on residential amenity, highways, ecology has been either addressed or mitigated through the submitted details or appropriate conditions.

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

In this case, 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. The applicant's agent engaged in pre-application discussions with officers thereby ensuring the application was submitted with satisfactory information that has allowed the planning application to be assessed without limited negotiation. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area and would be capable of achieving a high quality development in accordance with Core Strategy Policies DM1 and SP1.

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 (references to be included):

- Application Form, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Drawing- Location Plan, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Supporting Information- Highspeed Broadband Connection Details, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Supporting Information- Topographical Survey, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Tree Survey or Information- Arboricultural Constraints and Opportunities Report, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ecology Report- Preliminary Ecological Appraisal Report, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Phase 1 Preliminary Risk Assessment Report, ref 077873-CUR-00-XX-RP-GE-012 rev V01, dated 07 May 2021, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 1), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 2), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 3), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 4), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 5), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 6), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 7), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Ground Survey- Envirocheck (supporting information 8), stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Transport Assessment, stamped as received by the City Council as Local Planning Authority on 19 December 2022.
- Supporting Information- Typical Window Detail, numbered PL0.11, stamped as received by the City Council as Local Planning Authority on 23 March 2023.
- Correspondence- Email from Dave Smith, stamped as received by the City Council as Local Planning Authority on 24 March 2023.
- Drawing- Proposed- Boundary Treatment, numbered PL.005D, stamped as received by the City Council as Local Planning Authority on 5 June 2023.
- Drawing- Proposed- Unit Plans-2B4P Block 1, numbered PL.006A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.
- Drawing- Proposed- Unit Plans- 2B4P Block 2, numbered PL.007A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.
- Drawing- Proposed- Elevations- 2B40 Block 1, numbered PL.008A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.
- Drawing- Proposed- Elevations- 2B4P Block 2, numbered PL.009A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.
- Supporting Information- Affordable Housing Statement, stamped as received by the City Council as Local Planning Authority on 5 June 2023.

-Drawing- Site Plan- Site Plan and Massing, numbered PL.003E, stamped as received by the City Council as Local Planning Authority on 5 June 2023.
-Design & Access Statement, stamped as received by the City Council as Local Planning Authority on 6 June 2023.

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

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

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

4) The proposal shall be carried out in accordance with 'Supporting Information- Typical Window Detail, numbered PL.011', stamped as received by the City Council as Local Planning Authority on 23 March 2023, in relation to window reveals. For the avoidance of doubt the window reveal should be minimum 195mm deep.

Reason - In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

-Drawing- Proposed- Unit Plans-2B4P Block 1, numbered PL.006A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.

-Drawing- Proposed- Unit Plans- 2B4P Block 2, numbered PL.007A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.

-Drawing- Proposed- Elevations- 2B4P Block 1, numbered PL.008A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.

-Drawing- Proposed- Elevations- 2B4P Block 2, numbered PL.009A, stamped as received by the City Council as Local Planning Authority on 5 June 2023.

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

6) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;

- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.
- vii. Parking of construction vehicles and staff;
- viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

7) Before the commencement of above ground construction works, details of highways works to Coatbridge Street and Canberra Street that are required as part of the implementation of the development, for the avoidance of doubt, including:

Footway reinstatement on Coatbridge Street and Canberra Street and installation of dropped kerbs for driveway access from Canberra Street.

Shall be submitted to and approved in writing by the City Council as local planning authority. The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

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

8) a) Notwithstanding the details as shown on 'Drawing- Site Plan- Site Plan and Massing, numbered PL.003E', stamped as received by the City Council as Local Planning Authority on 5 June 2023, before the development commences a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

9) Before the occupation of the development, car parking areas shown on 'Drawing- Site Plan- Site Plan and Massing, numbered PL.003E', stamped as received by the City Council as Local Planning Authority on 5 June 2023, shall be surfaced and made available for use. The car parking spaces shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have 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.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

12) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Canberra Street and Ashton New Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, 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, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13)

a) The development hereby approved shall be carried out in accordance with 'Phase 1 Preliminary Risk Assessment, ref 077873-CUR-00-XX-RP-GE-012 rev V01, dated 07 May 2021', stamped as received by the City Council as Local Planning Authority on 19 December 2022, in relation to all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site.

Before development commences a report outlining measures required to remediate the land (Site Investigation Report and Remediation Strategy) 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 EN18 of the Core Strategy for Manchester.

14) a) Notwithstanding the EV charging points as shown on the 'Drawing- Site Plan- Site Plan and Massing, numbered PL.003E', stamped as received by the City Council as Local Planning Authority on 5 June 2023, prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, shall be submitted to and approved in writing by the City Council as local planning authority.

b) 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 Core Strategy.

15) Prior to the first occupation of the development the Boundary Treatment shall be implemented in accordance with the approved plans 'Drawing- Proposed- Boundary Treatment, numbered PL.005D', stamped as received by the City Council as Local Planning Authority on 5 June 2023. The approved details shall be retained in accordance with the details and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

16) Prior to occupation, a hard and soft landscaping treatment scheme has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or

any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

17) Prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority. The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

18) Prior to any vegetation clearance and prior to any earthworks, an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

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

19) Before the occupation of the authorised dwellinghouses, a scheme to encourage biodiversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision measures to encourage habitats for native species and bird and, if appropriate, bat species. The development shall be implemented in accordance with approved scheme prior to the occupation of the authorised properties and shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

20) The development hereby approved shall be carried out in accordance with the Sustainable Strategy (section 5.7) within the Design & Access Statement, stamped as received by the City Council as Local Planning Authority on 6 June 2023.

The approved details shall be retained in accordance with the requirements of the statement at all times thereafter.

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

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

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

22) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

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

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

24) Prior to occupation, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

25) Upon first the occupation of the authorised houses, the development shall be fully implemented in accordance with the following document 'Supporting Information- Affordable Housing Statement', stamped as received by the City Council as Local Planning Authority on 5 June 2023, which confirms the provision of a total of 4 2bed houses for Social Rent in relation to the Canberra Street site.

The approved details shall be retained in accordance with the requirements of the statement at all times thereafter.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, roof alterations, porches or outbuildings shall be erected other than those expressly authorised by this permission.

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

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

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

28) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which

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

Informatives

- 1) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).
- 2) Should lighting columns potentially need to be relocated to facilitate the development proposals, then the applicant should liaise with MCCs Street Lighting Team (e-mail: manchester.streetlighting@amey.co.uk). The cost of such works would be funded by the applicant.
- 3) Heras fencing should be erected to ensure no materials or machinery are stored within the rooting area of T2 and T3.
- 4) The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.
 - All garden boundary treatments adjacent to publicly accessible land In particular to the side and rear boundary should be 2100mm.
 - Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible.
 - Dusk til Dawn lighting should be installed on all external doors
 - Any external bin store should be a secure, lockable and fire resistant enclosure.
- 5) Construction works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

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

7 Canberra Street, Manchester, M11 4NL
9 Canberra Street, Manchester, M11 4NL
649 Ashton New Road, Manchester, M11 4RX
Top Flat, 655 Ashton New Road, Manchester, M11 4RX
29 Tottington Street, Manchester, M11 4WT
10 Coatbridge Street, Manchester, M11 4RD
14 Tottington Street, Manchester, M11 4WT
4 Blackpool Street, Manchester, M11 4RJ
51 Canberra Street, Manchester, M11 4NL
798 Ashton New Road, Manchester, M11 4RY
8 Canberra Street, Manchester, M11 4WL
798A Ashton New Road, Manchester, M11 4RY
25 Tottington Street, Manchester, M11 4WT
31 Tottington Street, Manchester, M11 4WT
16 Tottington Street, Manchester, M11 4WT
27 Tottington Street, Manchester, M11 4WT
18 Tottington Street, Manchester, M11 4WT
3 Coatbridge Street, Manchester, M11 4RL
8 Blackpool Street, Manchester, M11 4RJ
33 Canberra Street, Manchester, M11 4NL
17 Canberra Street, Manchester, M11 4NL
59 Canberra Street, Manchester, M11 4NL
27 Canberra Street, Manchester, M11 4NL
7 Coatbridge Street, Manchester, M11 4RL
5 Coatbridge Street, Manchester, M11 4RL
8 Coatbridge Street, Manchester, M11 4RD
24 Kingsbury Road, Manchester, M11 4NN
47 Canberra Street, Manchester, M11 4NL
25 Canberra Street, Manchester, M11 4NL
10 Kintyre Close, Manchester, M11 4RE
16 Kingsbury Road, Manchester, M11 4NN
6 Canberra Street, Manchester, M11 4WL
10 Canberra Street, Manchester, M11 4WL
22 Kingsbury Road, Manchester, M11 4NN
43 Canberra Street, Manchester, M11 4NL
5 Canberra Street, Manchester, M11 4NL
41 Canberra Street, Manchester, M11 4NL
3 Canberra Street, Manchester, M11 4NL
25 Coatbridge Street, Manchester, M11 4RH
32 Kingsbury Road, Manchester, M11 4NN
5 Blackpool Street, Manchester, M11 4RJ
2 Coatbridge Street, Manchester, M11 4RD
23 Coatbridge Street, Manchester, M11 4RH
655 Ashton New Road, Manchester, M11 4RX

9 Coatbridge Street, Manchester, M11 4RL
57 Canberra Street, Manchester, M11 4NL
651 - 655 Ashton New Road, Manchester, M11 4RX
671 Ashton New Road, Manchester, M11 4QJ
6 Blackpool Street, Manchester, M11 4RJ
9 Blackpool Street, Manchester, M11 4RJ
10 Blackpool Street, Manchester, M11 4RJ
7 Blackpool Street, Manchester, M11 4RJ
3 Blackpool Street, Manchester, M11 4RJ
4 Canberra Street, Manchester, M11 4WL
34 Canberra Street, Manchester, M11 4WL
4 Coatbridge Street, Manchester, M11 4RD
15 Coatbridge Street, Manchester, M11 4RH
21 Coatbridge Street, Manchester, M11 4RH
17 Coatbridge Street, Manchester, M11 4RH
665 Ashton New Road, Manchester, M11 4QJ
659 Ashton New Road, Manchester, M11 4QJ
661 Ashton New Road, Manchester, M11 4QJ
15 Canberra Street, Manchester, M11 4NL
39 Canberra Street, Manchester, M11 4NL
49 Canberra Street, Manchester, M11 4NL
37 Canberra Street, Manchester, M11 4NL
35 Canberra Street, Manchester, M11 4NL
31 Canberra Street, Manchester, M11 4NL
19 Canberra Street, Manchester, M11 4NL
61 Canberra Street, Manchester, M11 4NL
21 Canberra Street, Manchester, M11 4NL
8 Kintyre Close, Manchester, M11 4RE
12 Kintyre Close, Manchester, M11 4RE
6 Kintyre Close, Manchester, M11 4RE
19 Coatbridge Street, Manchester, M11 4RH
6 Coatbridge Street, Manchester, M11 4RD
13 Coatbridge Street, Manchester, M11 4RH
36 Canberra Street, Manchester, M11 4WL
26 Kingsbury Road, Manchester, M11 4NN
6 Kingsbury Road, Manchester, M11 4NN
38 Kingsbury Road, Manchester, M11 4NN
20 Kingsbury Road, Manchester, M11 4NN
2 Kingsbury Road, Manchester, M11 4NN
12 Kingsbury Road, Manchester, M11 4NN
53 Canberra Street, Manchester, M11 4NL
14 Kingsbury Road, Manchester, M11 4NN
55 Canberra Street, Manchester, M11 4NL
29 Canberra Street, Manchester, M11 4NL
23 Canberra Street, Manchester, M11 4NL
667 Ashton New Road, Manchester, M11 4QJ
40 Kingsbury Road, Manchester, M11 4NN
34 Kingsbury Road, Manchester, M11 4NN
30 Kingsbury Road, Manchester, M11 4NN
11 Canberra Street, Manchester, M11 4NL
675 Ashton New Road, Manchester, M11 4QJ
673 Ashton New Road, Manchester, M11 4QJ
663 Ashton New Road, Manchester, M11 4QJ
13 Canberra Street, Manchester, M11 4NL

10 Kingsbury Road, Manchester, M11 4NN
45 Canberra Street, Manchester, M11 4NL
14 Kintyre Close, Manchester, M11 4RE
2 Kintyre Close, Manchester, M11 4RE
4 Kintyre Close, Manchester, M11 4RE
657 Ashton New Road, Manchester, M11 4QJ
4 Kingsbury Road, Manchester, M11 4NN
36 Kingsbury Road, Manchester, M11 4NN
28 Kingsbury Road, Manchester, M11 4NN
8 Kingsbury Road, Manchester, M11 4NN
18 Kingsbury Road, Manchester, M11 4NN
679 Ashton New Road, Manchester, M11 4QJ
677 Ashton New Road, Manchester, M11 4QJ
669 Ashton New Road, Manchester, M11 4QJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
HSE COMAH Zone - H3777 OZ - Evonik Chemicals Ltd Outer Zone
Area Team Boundary - Name: NORTH AREA