

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134775/FO/2022

Date registered valid: 22 November 2022

Proposal: Erection of 2 x 3 storey apartment block comprising 42 apartments and erection of 29 x one and three storey dwellinghouses (Class C3) with access from Louisa Street and associated works, following the demolition of all existing buildings/structures

Address: Land Off Louisa Street, Manchester

Ward(s): Clayton & Openshaw Ward

Applicant: Miss Sophie Turbfield Westchurch Homes & Jigsaw Homes North

Agent (if any): Miss Ellie Philcox Euan Kellie Property Solutions

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

Recommendation: Approve

Date of recommendation: 9 June 2023

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 19 December 2022 Expired: 9 January 2023

Neighbour notifications

Printed: 30 November 2022 Expired: 21 December 2022

Site notice

Posted: 15 December 2022 Expired: 5 January 2023

Press advert

Published: 6 December 2022 Expired: 27 December 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is located in Clayton and Openshaw ward , and covers 0.9 ha. It comprises industrial land (a former iron foundry) The site is rectangular in shape. The site is bounded by a footpath cycleway to the west and fronts onto Louisa Street . The site is currently occupied by a part single, part 1.5 storey industrial building at the back of pavement to the south of the existing gated access to the site and a two storey building to the north of the access. There is also another single storey commercial building with the site along the southern boundary and a double height property to the northern boundary, which is in a poor state of repair. The remainder of the site has been cleared in the past and comprises areas of hardstanding with some trees and self seeded vegetation. There is an electricity sub station in the north eastern corner of the site , and a telegraph pole within the southeastern area of the site .

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is bounded by terraced housing to the east of Louisa Street and to the north of the site on Louisa Street. There is also warehouse to the north of the site on Ferris Street. To the west site beyond the footpath /cycleway is a block of 4 storey flats and contemporary two storey housing .There is an area of public open space to the south of the site which is bisected by footpaths giving access to the footpath/cycleway. This area is predominantly comprised of grass with shrubs and trees along the boundary with the site and the footpath/cycleway and the frontage to Louisa Street.

The wider area is mixed in nature, with predominantly residential properties in existing estates, but with some commercial, industrial, retail and educational uses within it.

Description of development

Consent is sought for the erection of 2 x 3 storey apartment block comprising 42 apartments and erection of 29 dwellinghouses (Class C3) with access from Louisa Street and associated works, following the demolition of all existing buildings/structures .

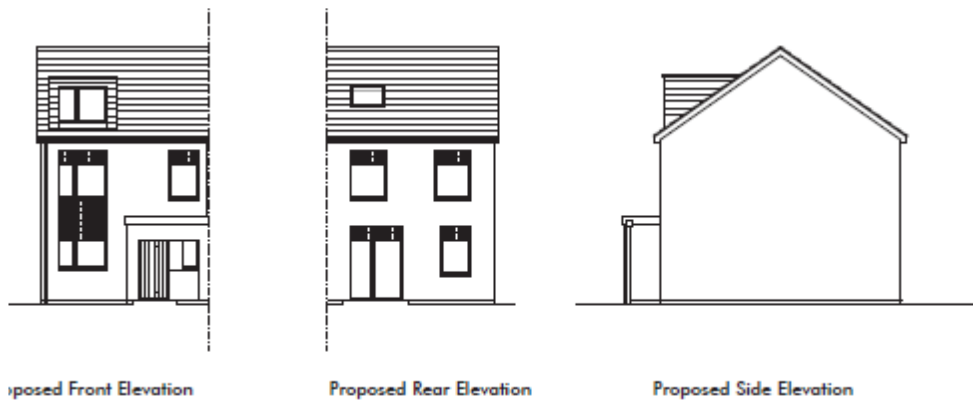
The proposed development would comprise , one , two storey (and with accommodation within the roof space) dwellinghouses, and three storey apartment blocks.

The mix of accommodation would be in form of 28, one bedroom and 14 two bedroom apartments, with three house types comprising 2, two bedroom, 11 three bedroom and 16 four bedroom dwellinghouses. The proposed bungalows would be semi-detached , and the houses would be in the form of terraces .

The proposed development residential development would comprise social rent and rent to buy housing in the form of both apartments and houses, and with both tenures proposed for the 1, 2,3 and 4 bedroomed accommodation.

The proposed density for the development is 79 dwellings per hectare within buildings ranging from one storey up to three storeys in height. The scheme predominantly includes the provision of houses across the site, with apartments buildings being located to the west of the application site.





The site layout plan for the site includes primary circulation through a cul de sac arrangement. Vehicular access to the site would be taken directly from Louisa Street. Car parking is being provided at one space per residential dwelling for the dwellinghouses (100% provision) and 33 spaces (including 7 spaces for disabled users) for the proposed apartments(78% provision). Each dwellinghouse would have storage for a cycle in the rear gardens and a cycle storage with the capacity for 42 cycles is proposed for the apartments. Each dwellinghouse would have an electric vehicle charging point, and the parking spaces to serve the proposed apartments would have access to an EVC in the form of a communal 4 point charging point. Amenity space is being provided for dwelling houses through small front gardens and private rear garden areas, and with areas of shared amenity space within the curtilage of each of the proposed apartment blocks, and to the east of the proposed apartment blocks.

Consultations & Notification Responses

Publicity

The proposal, by virtue of the number of residential units, the proposed development has been classified as a large scale major development, and as being of public interest. As such, the proposal has been advertised in the local press (Manchester Evening News), on 6th December 2022 and site notices were displayed at locations around the application site on 15th December 2022. In addition, notification letters have been sent to local residents and businesses (total of 229) in the local area on 30th November 2022.

Local residents and local businesses – 3 emails have been received from local residents.

An email has been received seeking information regarding whether the proposal would incorporate access to the new properties from Ferris Street. They advise if this is the case they wish to object, as it would create too much traffic and cause further issues for the current tenants residing on Louisa St next to the planned site- as properties on Louisa Street back onto Ferris Street and it is already used by a commercial business place with vans and wagons. If it were to be used as access for new properties it would be chaotic. The existing wall or a new wall needs to be in place to avoid this completely.

The resident was subsequently advised that the submitted layout plan for the above development does not include any access from Ferris Street; the landscaping plan is annotated to state that the existing masonry wall along the side boundary to no.71 Louisa Street would be

retained ; and the submitted plan also shows the retained wall continuing over the end of Ferris Street.

No further comments have been received.

A second email from Louisa Street resident who backs onto Ferris Street advises that the back of their property is located on Ferris Street and they park their car in their back garden on their driveway, and have concerns with regards to the boundary which is located at the bottom of Ferris Street and will be backing onto the end of the apartment amenity space. On the plans, located at the rear of number 71, 73 and 75 Ferris Street the boundary appears to come out halfway across the Street giving limited access to the driveways of these properties. access in and out of their driveway is required on a daily basis as they have limited mobility and have to use their motor vehicle. The narrowness of Ferris Street due to the warehouse fence opposite and the existing warehouse at the end of Ferris Street already reduces manoeuvrability to turn into their driveway Any further obstructions or narrowing of the Street would cause them and other neighbours at the end of the street considerable problems. They query where this boundary would be situated and how much land this boundary would cover at the bottom of Ferris Street.

A third resident strongly objects to this development, stating that the land does not belong to the Council, but belongs to the people of Higher Openshaw, with the land being given to the people of Higher Openshaw by the founders of iron factory that used to be situated on this land. This land is be used by the People of Higher for recreational use only and is not to be built on. This land gives local people in community access to three public paths that connects Ashton Old Road.. Lower Openshaw and the Dry Canal, known locally as the Yellow Brick Road, connecting Higher Openshaw to Gorton and Debdale. They dispute the ownership of land that this proposed development is to take place on , they also believe that this development has not been fully disclosed to the local community or community groups who would oppose it . They state that live 2 minutes from this protected land, and have only just found out about this planning application, and will be in contact with my local councillors asap to discuss this.

The resident was advised that the application related to the industrial site to south of No.71 Louisa Street ,and does not include the public open space opposite to nos. 62- 80 Louisa Street. As such the public footways across the open space referred to their email would not be affected by the proposed development. A further email acknowledging the clarification was received .

Highway Services – Have noted the site in in proximity to sustainable transport modes , and has 100% off street parking provision. They have made detailed comments regarding parking space dimensions, location of accessible spaces , and electric vehicle charging points. They have confirmed that the levels and arrangement of cycle storage is acceptable.

They have made observations that for the apartments, the parking provided is tangential to the kerb line of the estate road and therefore comprises of sections of dropped kerb in excess of the recommended maximum double dropper length which should be addressed. Parking areas such as this are not adopted as part of any S38 submission.

In relation to waste management, whilst the bin storage proposals for apartment waste are acceptable, it would appear that the required waste operative drag distance as set out in Manchester Waste Guidance GD04 exceeds the maximum of 10m for the refuse store to the north and this will need to be addressed. Furthermore, drag distances for householders should not exceed 30m and this should be verified.

The revised junction access arrangements are acceptable. In addition to the proposed tactile paving at the junction, they require that the footway adjacent to the site on Louisa Street is resurfaced from the footway at the park to the substation with the redundant vehicle crossover (opposite house 84 Louisa Steet) being removed and converted to footway.

The internal estate road complies with the minimum standards required for adoption. The shared space areas without formal footways on both sides will not be adopted nor will alleyways/ginnels nor areas of landscaping.

The estate road will require a 20 mph speed limit which should be provisioned via the promotion of a traffic regulation order as part of the S278 agreement. The traffic calming indicated is acceptable in principle.

The junction off the main estate road providing rear access to plots 1-14, should be configured so that pedestrians walking on the southern footway have priority over motor vehicles accessing this area.

With regard to the traffic impact of the number of trips on the adjacent highway network comments from TfGM are awaited .

Should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The developer is to agree the above with MCC's Statutory Approvals and Network Resilience Teams post planning approval and prior to construction taking place.

They further advise that an independent 'Stage 2' Road Safety Audit will be required; this may necessitate design changes with all costs attributable to the Developer.

For any projects that require a S278 and/or S38 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly. The scope and study area of the RSA1 will be agreed on a site by site basis however, as a minimum, it is expected to include the following:

- o 5 years of accident history
- o Audit of key pedestrian routes (crossing points, footway widths, condition etc.)
- o Audit of key cycling routes (ASLs, cycle lanes etc.)
- o Highway layout including, but not limited to (visibility assessments, speed limits, TROs, traffic calming etc.)

A copy of the report (with Designer's Response) is to be made available to the Statutory Approvals Team upon request.

An acceptable interim travel plan has been received and a full travel plan needs to be conditioned as part of any planning approval.

Should the planning application be approved it will be required that a Demolition and Construction Management Plan be conditioned which shall include, where appropriate the following details:

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

commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

SUGGESTED PLANNING CONDITION(S): -

1. Off-Site Highways;
2. Full Travel Plan
3. Demolition and Construction Management Plan.

FURTHER HIGHWAYS RESPONSE 04/01/2023: -

Following the receipt of comments from TfGM, they are now satisfied that the trips generated by the development can be accommodated on the highway network.

FURTHER HIGHWAYS RESPONSE 07.06.2023-

have reviewed the additional information and Stage 1 RSA and have the following comments:

- The proposed boundary treatments are considered acceptable and would not impact upon vehicle or pedestrian visibility.
- They request a copy of the Designers Response to the Stage 1 RSA. Whilst tracking has been provided showing refuse vehicles can safely turn within the site (in response to RSA Problem no. 1) no response/tracking has been provided in relation to RSA Problem no. 2 (private shared driveway access).
- Dropped-kerbs /tactile paving still aren't shown at the site access – please can this be captured in the associated S278 condition.
- Highways confirm that the parking provision supporting the apartments would not be adopted due to extensive dropped-crossing distance and EV infrastructure. All other EV infrastructure is shown to be located within the private boundaries of individual dwellings or within the private shared driveway parking areas.
- The proposed bollards will be located on private land and are noted to be compliant with the MCC DfA2 Guidance.

Environmental Health – provided initial comments advising while it appears that most issues can be conditioned, they have concerns regarding the distance of the external bin stores to the apartments and would wish to see an improvement in this arrangement before making further comment. They advised that ideally there should be internal access, but appreciated this is not always possible.

Following confirmation of the apartment refuse store distances they reiterated their concerns , and raised further queries regarding the ownership of the bins and land on which they would be located , as they stated that if the land on which the stores were to be located was to be adopted , the bin stores could not be supported due to maintenance issues .However if the land will remain private, so be it.

FURTHER ENVIRONMENTAL HEALTH RESPONSE - 01.02.2023

Further comments were subsequently received confirming the submitted CEMP is acceptable, but noting the that the applicant will agree hours of working with MCC and recommending that the applicant is directed to their website with recommended hours .

Neighbourhood Team Leader (Arboriculture) - There are no TPO worthy trees on or off this site and therefore they would have no objection to the proposed development. They have advised that the landscaping proposals for this site are very good.

MCC Flood Risk Management – Have advised that the further consideration should be given to the Drainage hierarchy in regard to the design of a surface water drainage scheme , and that the surface water should be restricted to a rate of 5 l/s.

They recommend a condition to that 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, and have provided detailed comments in relation to the information which would be needed in order to discharge the condition.

A further condition is recommended relating to the submission of details of the implementation, maintenance and management of the sustainable drainage scheme , and advise shas been given regarding the details required to discharge the condition.

Furthermore , they recommend that an informative relating to an underground culvert , which is located within close proximity to the site (approximately 10m to the south of the site), is attached to any approval . They request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

FURTHER RESPONSE - 21.03.2023 - As stated in the National Planning Practice Guidance, the aim should be to discharge surface water run-off as high up the drainage hierarchy. The LLFA would accept a restricted to a rate of up to 5 l/s. 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 would suffice.

FURTHER RESPONSE -11.05.2023

Their comments remain unchanged with the recommendation for the conditions above to be attached to any consent , and the culvert note as an informative. They request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, MCC should be contacted immediately.

Greater Manchester Police – Have advised that they support the application , but request the attachment of a secure by design condition so that the development shall, where feasible, be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement,ref.2022/0358/CIS/01, Version B, dated 19.08.22, and the agreed measures shall be retained and maintained thereafter.

If permission is granted the applicant would then need to apply for the SBD accreditation and achieve either Bronze, Silver or Gold accreditation at which point they would support the discharge of said condition.

Environment Agency - have reviewed the Phase 1 GeoEnvironmental Desk Study and the GeoEnvironmental Site Investigation Report , and have advised that they have no objection to the application, subject to the imposition of the following conditions

Condition 1

No development approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. An additional site investigation scheme, based on the submissions to date to provide additional information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the additional site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework.

Condition 2

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

Reason - To ensure that the proposed piling, does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement J of the [‘The Environment Agency’s approach to groundwater protection’](#).

Condition 3

Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason - To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. This is in line with paragraph 174 of the National Planning Policy Framework.

Without these conditions they would object to the proposal in line with paragraph 174 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution, and request to be consulted on the details submitted for approval to discharge these conditions and on any subsequent amendments/alterations.

The previous uses of the proposed development site present a risk of contamination that could be mobilised during construction to pollute controlled waters. Controlled waters are particularly sensitive in this location because the proposed development site is located upon a Principal and Secondary aquifer.

The application's GeoEnvironmental Site Investigation Report demonstrates that it will be possible to manage the risks posed to controlled waters by this development. Further detailed information will however be required before built development is undertaken. It is their opinion that additional ground investigation will be necessary to address identified information gaps prior to development.

They believe that it would place an unreasonable burden on the developer to ask for more detailed information prior to the granting of planning permission but respect that this is a decision for the local planning authority.

In light of the above, the proposed development will only be acceptable if the planning conditions above are imposed on any permission granted.

The Environment Agency also provided detailed advice to applicant relating to Groundwater and Contaminated Land Model Procedures and Good Practice Guidance, on site waste, waste to be taken off-site, dewatering, and regulatory position statements and this has been shared with the planning agent.

Greater Manchester Archaeological Advisory Service - The application site was occupied until recently by an iron foundry and engineering works that was designed in 1892 by Joseph Nodal for Joseph Stubbs Ltd. A major fire in 2017 led to the majority of the component buildings being demolished, although a late 19th-century office range and the original casting and pattern workshop survive, albeit in a ruinous condition. As noted in the North West Archaeological Research Framework, the engineering industry was largely developed in the Manchester area and, after textiles, can claim to be the most important industry in the city in the early 20th century (<https://researchframeworks.org/nwrf/resource-assessments/the-industrial-and-20th-century-period/>). As such, engineering works dating to the late 19th and early 20th centuries are considered worthy of recording archaeologically.

The application is supported by an archaeological desk-based assessment prepared by L-P Archaeology (August 2022) and a heritage statement by Stephen Levrant Heritage Architecture (October 2022), which have been undertaken in accordance with Paragraph 194 of the NPPF. The archaeological assessment is a rather disappointing document that fails to draw out the potential archaeological interest in the site and contains some inaccuracies. Plate 2, for instance, purports to feature a view of Stubbs' foundry in c. 1960, although this is actually the company's main premises on Mill Street in Ancoats rather than the ancillary premises that occupied the application area. Contra to the Chartered Institute for Archaeologists' guidance on desk-based assessments, the scope of the document was not discussed with GMAAS and a site visit does not appear to have been carried out to corroborate the findings from the desk-based research.

Notwithstanding its shortcomings, the archaeological assessment does acknowledge that the application site has considerable potential to retain below-ground remains deriving from the former works. This is reinforced by the heritage statement that has been submitted in support of the application which, in contrast to the archaeological assessment, is a comprehensive and very useful document that describes the historical development of the application site, supported by key historic map extracts, including original architect's plans of the works. The heritage statement also provides a summary description of the surviving industrial buildings (an office range, gatehouse and two workshops), and recommends that a detailed historic building investigation (commensurate with a Level 2 / 3 survey) of the surviving buildings is carried out in advance of demolition. The heritage statement also concludes that an archaeological evaluation is warranted.

GMAAS agrees with the conclusions drawn in the heritage statement and recommends that a programme of archaeological investigation is undertaken in advance of development. This should comprise a historic building investigation of the standing structures, followed by an initial phase of evaluation trenching, followed if necessary by open-area excavation and recording. As

any such remains are not going to be of national, but of regional or local significance, GMAAS would be content to see the archaeological investigation conditioned on the planning consent. The condition should be worded as follows:

No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:

- historic building investigation (Level 2 / 3);***
- archaeological evaluation trenching;***
- pending the results of the above, a targeted open-area excavation.***

2. A programme for post-investigation assessment to include:

- production of a final report on the results of the investigations and their significance.***

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

4. Dissemination of the results of the archaeological investigations commensurate with their significance.

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

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

Reason: In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible.

All archaeological work should be undertaken by a suitably qualified and experienced archaeological contractor, funded by the applicant. GMAAS will approve the WSI and also monitor the implementation of the archaeological works on behalf of Manchester City Council.

United Utilities - request the attachment of a drainage condition relating to the details of a sustainable surface water drainage scheme and a foul water drainage scheme be attached to any approval and provide details of the information needed in order to discharge the condition. A further condition in relation to requiring the drainage schemes to be completed prior the occupation of the proposed dwellings is also requested, together with a condition relating to the on-going management and maintenance regime for any sustainable drainage system that is included as part of the proposed development.

Detailed advice has also been provided in regard to the adoption of waste water assets, United Utilities property, assets and infrastructure, and restriction in regard to the development in close proximity to a water main, public sewer or waste water pipe. Further advice has also been given in relation to water and waste water services. The detailed comments received have been forwarded to the planning agent.

Greater Manchester Ecology Unit – In their original comments recommended that further bat and badger surveys are recommended prior to determination. Other ecological issues relating to nesting birds and biodiversity mitigation and enhancement can be resolved via condition.

Bats

A valid bat report has been provided. This has assessed a number of the buildings as being moderate or high risk. In line with best practice further dusk and dawn survey have been recommended. These have not been provided. They advise have no reason to doubt the findings of the report, given the clear potential roost features on the photographs and proximity to a vegetated corridor. Current guidance states it is essential that the presence or otherwise of protected species and the extent that they may be affected by the proposed development is established before the planning permission is granted otherwise all relevant material considerations may not have been addressed in making the decision (UK Government Guidance within the ODPM Government Circular 06/2005).

They therefore recommend that prior to determination the findings of the bat emergence and re-entry surveys are provided to and agreed in writing by the LPA. They note given these surveys

cannot commence until late-April to Early-May, the applicant may need to withdraw and resubmit in the spring of 2023

Badgers

No evidence of badger was located on the site, but it was noted that they had been recorded in the wider area and may cross the site. They are however unclear whether a survey occurred along the western and southern boundaries of the site outside of the development area. As setts can be impacted upon by engineering works within 20 – 30m of the sett, it is important that these wooded areas are checked for badgers, and advise that it is an optimal time of year to carry out such a survey.

Nesting Birds

The development will result in the loss of dense scrub, potential bird nesting habitat. The buildings are also likely to provide bird nesting opportunities. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. They recommend a condition is attached to any approval to ensure no works to trees or shrubs take place during bird nesting season.

Hedgehog and other Mammals

Dense scrub provided cover for species such as hedgehog to breed and hibernate. Hedgehog is a UK Biodiversity Priority Species and all mammals are protected under the Wild Mammal (Protection) Act 1996 from unnecessary suffering. Site clearance should therefore occur under reasonable avoidance measure. They therefore recommend a condition along the following lines.

Prior to vegetation clearance a reasonable avoidance measures method statement for hedgehog, badger and other mammals, covering the clearance and construction phases, will be provided to and 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 consists primarily of negligible ecological value habitats, but parts of the site are starting to undergo natural succession to low and medium value habitats. The proposed site layout will have an increase in vegetated habitats though primarily low value garden habitats. Native trees, hedges and bird and bat boxes are however proposed. They are satisfied that these have the potential to achieve net gain. *The details can be conditioned.*

FURTHER COMMENTS 12.12.2023

With regards the need for a badger survey outside the site, our records indicate a sett is present on the southern boundary just outside the site.

FURTHER COMMENTS 14.02.2023

No evidence of badger was found, with a search carried out, where the sett was previously recorded, It was therefore presumably an outlier that has either collapsed or been vandalised. No further survey is required. They recommend that the reasonable avoidance measures outlined in the report under recommendations are conditioned.

FURTHER COMMENTS 11.04.2023

The buildings have been downgraded to moderate risk. This still however means that further surveys are required prior to determination. They therefore do not recommend the condition proposed by the applicant is applied. The mitigation plan could be conditioned as it is very generous and likely in excess of anything that would be required. Given no bats may however be found it would be unreasonable to condition if GMEU are not willing to accept conditioning of

the surveys. They note that it is now on the cusp of the bat survey season. Bats are now active and therefore whilst technically outside the peak survey season, the first survey is likely to be valid in the next couple of weeks, weather dependent.

FURTHER COMMENTS 16.05.2023

Are satisfied that from a planning perspective they can be satisfied that the favourable conservation status of bats can be maintained through suitable mitigation and that it is very unlikely that Natural England would not issue a license. They advise they are therefore satisfied that a condition along the following lines can be applied to any permission.

The demolition element of the development is likely to cause harm to common pipistrelle bats as identified by ERAP xxxxx and shall not in any circumstances commence unless the local planning authority has been provided with either: a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or b) a statement in writing form the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license

The highlighted section can be fleshed out if ERAP provide more information before the decision is finalised as it is now two weeks since the previous survey and therefore under current guidance a second survey could occur, though the wider the gap between surveys the better.

FURTHER COMMENTS 07.06.2023

Have advised that they have been sent the final bat report. No additional bat roosts were identified during the second survey, therefore no further changes are required to their previous recommendations with license requirement confirmed as applying to building B1 only i.e. a condition along the following lines will now suffice.

The demolition element of Building B1 is likely to cause harm to common pipistrelle bats as identified by ERAP in the Bats Activity Surveys and Mitigation Strategy ref: 2023-107 v2 and shall not in any circumstances commence unless the local planning authority has been provided with either:

a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or

b) a statement in writing form the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license

Other buildings can be covered via an informative along the following lines.

Whilst the building B2 – B4 to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Work & Skills Team – advise that a local labour condition is attached to any approval, and advise that the submitted local labour proposal submitted with the application does not provide any numbers in terms of jobs and apprenticeships. They further advise they would be happy to accept the proposal as the numbers are estimates anyway.

Cadent – Have advised that low or medium pressure gas pipes and associated equipment have been identified as being in the vicinity of the proposed works. As a result it is highly likely that

there are gas services and associated apparatus in the vicinity. This information has been forwarded to the applicant. Cadent have requested an informative be attached to any approval.

Issues

The National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in July 2021.

It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below.

The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60).

With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92) which promote social interaction , be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and

emissions, and improve air quality and public health' (paragraph 105). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and
- e) the importance of securing well-designed, attractive and healthy places. (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 130).

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 134).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

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

Section 16 'Conserving and Enhancing the Historic Environment' recognises that heritage assets range from sites and buildings of local historic value to those of the highest significance, such as World Heritage Sites (paragraph 189). Paragraph 194 sets out the requirement for applicants to describe the significance of any heritage assets affected by a development, including any contribution made by their setting; noting that the level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Furthermore, Paragraph 194 also states that where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment, and where necessary, a field evaluation.

Paragraph 202 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal, including, where appropriate, securing its optimum viable use

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

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

Design

This section states that where appropriate the following should be considered:

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

Health and Well Being

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

Travel Plans, Transport Assessments in Decision Taking

This section states that applications can positively contribute to:

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

Relevant Local Policies

The Development Plan consists of:

- The Manchester Core Strategy (2012); and
- Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP

policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. The proposal would contribute towards meeting housing growth in the City. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes, including regular bus (Ashton Old Road and Ashton New Road) and rail services (Gorton Station). The scheme also lies adjacent to the FLOOP footpath cycleway, with direct access to this route via land to the south of the site. The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance Ashton Old Road, and tram and bus services on Ashton New Road, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

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

The development will form a medium density residential scheme (79 dwellings per hectare) within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with prioritising the re-use of the previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 2, 3 and 4 bed houses and 1 and 2 bedroom apartments. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H4 'East Manchester', over the lifetime of the Core Strategy, will accommodate around 30% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained.. Higher density housing will be permitted within the part of East Manchester which fall within the Regional Centre which are adjacent to the City Centre.

The proposed development would accord with policy H4 by facilitating the delivery of a range of residential accommodation consisting of 2,3 and 4 bedroom family houses, and 1 and 2 bedroomed apartments.

The residential-led development will provide high-quality homes to support the economic growth of the Region and redevelop an underutilised brownfield site in what is a highly sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 71 new homes will contribute 7.76% to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. 100% of the proposed residential units would be affordable but this is provided through grant funding , and be in the form of social rent and rent to buy accommodation.

This application has been submitted by a partnership between a Registered Provider (Jigsaw Homes North) and Westchurch Homes.

Further details will be provided in the main body of the report in this regard.

Policy EC2 ' Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space. Alternative uses will only be supported on sites allocated accordingly, or if it can be demonstrated that:

The existing use is un-viable in terms of business operations, building age and format;

The existing use is incompatible with adjacent uses;

The existing use is unsuitable for employment having had regard to the Manchester- Salford - Trafford SFRA; or

On balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

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

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

Policy EC5 East Manchester. East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be provided within the Regional Centre, specifically:

- Central Park;
- Eastlands;
- City Centre fringe.

However , whilst the objectives of policies EC2 and EC5 seek promote employment opportunities and safeguard existing development, the supporting text makes reference to the wide scale regeneration in East Manchester particularly at the neighbourhood level leading to the relocation of businesses which are incompatible with residential and vibrant neighbourhoods.

In this instance it is considered that as this site lies within an area where former industrial sites have been redeveloped for housing, and the proposed development would be compatible with the on going change within the locality. On balance the overall proposed development is considered to offer greater benefits in terms of the Core Strategy's spatial objectives.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have

regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1 .

Policy EN3 'Heritage' states that throughout the City, the City Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods. New developments must be designed to support MCC in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance. This policy also encourages proposals which enable the re-use of heritage assets in accordance with their significance.

As such regeneration objectives need to be balanced with the need to ensure that historic sites and areas of particular heritage value should be both safeguarded for the future and, where possible, enhanced for their own heritage merits and as part of wider heritage regeneration proposals. Whilst there are no listed buildings on the site the property which fronts on to Louisa Street has been considered as a non designated heritage asset, and this issue is dealt with in detail elsewhere in this report .

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. The proposal incorporates a fabric first approach and the use of renewable technologies to enable carbon reduction within the development thereby according with the aspirations of policy EN4.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

The application is accompanied by an Energy Report advises that to meet the challenging demands associated with sustainable development a "fabric first" approach is considered the most cost effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling, together with the use of air source heat pumps.

Due to the scale of the development, delivery of individual plots will be subject to the Future Homes Standard programme of changes to Part L of the Building Regulations which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022. Part L 2021 will result in carbon reductions at least 31% over Part L 2013 along with significantly improved fabric performance.

The use of "fabric-first" energy reduction measures accords with the Government's Energy Hierarchy and provides an enhanced fabric and M&E specification for all dwellings to be built on site and is anticipated to achieve a Dwelling Emission Rate that improves over the target Emission Rate by circa 60.13% (Part L 2022 Carbon emissions)

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' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity

of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure.

This is a brownfield cleared site that is subject to contamination due to past use. Due to the existing use of the site, there is very little existing green infrastructure currently at the site. There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of well sized amenity spaces and landscaping.

Policy EN14 'Flood Risk' advises that proposals on sites greater than 0.5ha within critical drainage areas. In line with the risk-based sequential approach, policy EN14 seeks 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).

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.

Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. All of this site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report.

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

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the remediation and construction processes to be undertaken.

The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- 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;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved UDP Policy DC7 advises that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play.

Saved UDP policy DC20 relates to Archaeology and states that the Council will give particular consideration to development proposals which affect sites of archaeological interests, to ensure their preservation in place.

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise.

Conditions will be used to control the impacts of developments.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

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

In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

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

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live.

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

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

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

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

Manchester's Great Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods.

There are four objectives in order to achieve this vision which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

East Manchester Strategic Regeneration Framework 2008-2018

The East Manchester Strategic Regeneration Framework ('SRF') 2008-2018 includes Ancoats, Miles Platting, Beswick, Openshaw, Clayton, Newton Heath, and Gorton neighbourhoods of East Manchester. The SRF establishes principles and objectives to secure long-term, successful and sustainable regeneration. Specifically, it sets out a strategic vision for the neighbourhoods to become attractive places to live that are supported by well-functioning schools, good quality facilities and a reinvigorated housing market.

In terms of housing, one of the aspirations of the SRF is to provide higher quality family housing.

The current housing supply in East Manchester does not provide a sufficient diversity of housing types and quality to support a range of people and families at various stages of life and income levels.

The SRF promotes neighbourhood-focused growth through the provision of high-quality housing and services to give existing and new residents the confidence to raise their families in the neighbourhoods in East Manchester. The key actions for housing development have been identified as:

- Prioritise development of high-quality, owner occupied family housing;
- Promote neighbourhood development; and,
- Promote family residential neighbourhoods and discourage apartment development.

Amongst the key priorities, the SRF focusses on continuing the process of establishing distinct, sustainable neighbourhoods which each provide a suitable mix of housing types with access to excellent education and healthcare facilities. The SRF acknowledges Openshaw as a suitable location for apartment development.

Residential Growth Strategy (2016)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

In addition, the Strategy sets out the aim to "increase supply and density and the conurbation core on brownfield sites within the Northern and Eastern Gateways.

Manchester Housing Strategy (2022)

The Housing Strategy sets out how the delivery of homes that Manchester residents want and need are to be delivered and the contribution this will make to the economic recovery of the city.

The Strategy identifies the following challenges to be addressed within city, including the following:

- Increasing housing supply to meet the needs of our growing population
- Meeting the increasing demand for social and affordable housing
- Addressing rising levels of homelessness across the city
- Diversifying the housing stock and increasing council tax revenues to fund services
- Focusing high-density development in accessible locations, close to public transport
- Delivering low/zero-carbon new-build housing

The Strategy sets a target of delivering 10,000 affordable homes between 2022 and 2032 (an average of 1,000 homes each year over the lifetime of the strategy), to increase the supply of homes to house the growing population across varying tenures in response to demand.

Out of the 10,000 new affordable homes, 3,000 will be delivered in the city centre with 7,000 to be delivered outside of the city centre. More than 80% of all homes built by 2032 are on brownfield sites close to public transport.

Strategic Housing Land Availability Assessment (2022)

The site is not included in the 2022 annual Strategic Housing Land Availability Assessment (SHLAA), which outlines that MCC considers the land suitable for residential development and expects it to delivered housing over the next 15 years or more.

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

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The proposed development incorporating a fabric first approach and the use of renewable energy in the form of air source heat pumps would enable the development to achieve an appropriate level of carbon reduction.

Other legislative requirements

For the reasons that are set out in this report the specific statutory duties concerning planning proposals affecting Conservation Areas and Listed Buildings or their settings are not engaged.

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Principle of Development

The principle of the proposal and the schemes contribution to regeneration, as set out in the report, is considered to accord not only with national and local planning policies but would also deliver key outcomes for the city.

The provision of an additional 71 new homes would boost the supply of much needed new homes .This provision of a diversity of housing types (including family housing)on a brownfield site in East Manchester , would contribute to the creation of a sustainable development, positively contributing to the regeneration of the local area.

Whilst the principle of the development is consistent with the planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following specific policies and material considerations and determine whether any undue harm will arise as a consequence of the development.

Climate Change

How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality, flooding and environment standards are considered in detail in the following sections. This report will therefore consider the relevant specific policies and material considerations and determine whether any undue harm would arise as a consequence of the development.

Regeneration

Regeneration is an important planning consideration as it is the primary economic driver of the city and crucial to its longer-term economic success. This report sets out clearly how the site and this development would deliver significant benefits for the area and the city.

The redevelopment of the Site for residential purposes will bring a currently underutilised site back into productive use, improve the physical appearance of the site and provide the opportunity for new buildings of high architectural quality. The Proposed Development will complement the existing mix of residential accommodation offer elsewhere within the locality.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City.

The proposal includes a mix of house sizes which would support the Councils residential growth strategy in addition to meeting the NPPF requirements.

The homes have been designed to meet the Council's clear design aspirations and requirements as set out in the Residential Quality Guide. This includes the provision of front and rear garden spaces to support place making.

Loss of Employment Land

Policy EC2 'Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space, with alternative uses only being supported on sites allocated accordingly, or if it can be demonstrated that the criteria in policy EC2 would be met, on balance, proposals are able to offer greater benefits in terms of the Core Strategy's vision and spatial objectives than the existing use.

In this instance, however, a balance needs to be had in relation to delivering 30% of new residential development in East Manchester, and the loss of employment land. It is acknowledge that at present the proposed development would be located on an underutilised brownfield site in a highly sustainable location.

The submitted documentation accompanying the application identifies that the site has been vacant for a number of years, with the majority of the workshops previously located on the site having been dismantled by 2017 following substantial fire damage. Documentation has been provided with regards to marketing activity on the site. This details marketing activities between 2011 and 2014 which resulted in very little

interest from potential occupiers. As such the site has not in a consistent active employment use, nor has there been any demand to re-occupy the site over this period. Further documentation submitted for consideration reviews the ongoing market demand and suitability of the site for employment uses, and this concludes that the buildings and the site are no longer suitable for employment use given the age and configuration of the buildings, the deterioration of the property and inherent access issues.

On balance it is considered that the overall proposed development would offer greater benefits in terms of the Core Strategy's spatial objectives.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to take into consideration existing and future housing needs in this area of City.

The proposed development would comprise social rented apartments and rent to buy houses consisting of a mix of 42 apartments, 27 houses, and 2 bungalows.

The mix of accommodation would be in form of 28, one bedroom and 14 two bedroom apartments, with three house types comprising 2, two bedroom, 11 three bedroom and 16 four bedroom dwellinghouses. The proposed bungalows would be semi-detached, and the houses would be in the form of terraces.

The proposed development residential development would comprise social rent and rent to buy housing in the form of both apartments and houses, and with both tenures proposed for the 1, 2, 3 and 4 bedroomed accommodation.

The residential units have been designed with consideration to the space standards outlined in the Manchester Residential Quality Guide.

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document. This is outlined in more detail in the paragraphs below.

The proposed ground floor garden areas, and amenity spaces for the apartments will provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a new community within the building. By including a mix of apartment and family housing types, it is considered that the development will be capable of accommodating a wide range of residents.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities in Openshaw and the city centre. It is considered that the proposed apartments are an appropriate size and provide well-sized, well-designed living, and sleeping spaces. The shared amenity and circulation spaces have been designed in order to give a sense of place to the development.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The application has been accompanied by an Affordable Housing Statement, which states that the proposed development would only be delivered in collaboration with a Registered Provider of Social Housing (RP) who will be leveraging grant from Homes England through the Affordable Homes Programme 2021-2026 in line with the Homes England Capital Funding Guide.

The statement also states that after the determination of the planning application the land at Louisa Street would be sold to a Registered Provider and a JCT Design and Build Contract would be simultaneously entered into between the Registered Provider and Westchurch Homes as their appointed Principal Contractor. The site and the completed units will therefore be owned and managed by the Registered Provider, who will be drawing down Homes England grant funding from the Affordable Homes Programme 2021-2026 to deliver all units on the proposed scheme. The Registered Provider will manage rental income, tenancy matters, the letting of the rented properties at first and subsequent lets ensuring any agreed local lettings policies are adhered to.

The proposed development would deliver 71 affordable homes (100%), 46 no. social rent and 25 no. rent to buy with a mix of houses and apartments in each of the proposed tenures, and across all types of dwellings in terms of bed space provision. The scheme responds to an identified need for affordable housing in the area. The mix of property sizes and types are designed to ensure sustainability and help meet demand and required accommodation in the area whilst ensuring they also meet Manchester Space Standards. The properties will also meet the standards prescribed by Homes England and will offer high levels of energy efficiency through air source heat pumps ensuring low running costs for future occupants.

Allocation of the Social Rented units will be in accordance with Manchester City Council's lettings policy through 'Manchester Move'. Allocations of these rented properties will be in accordance with a Nomination Agreement between the Registered Provider and Manchester City Council. This, the applicant expects will mean each rented unit shall initially and at all subsequent times upon a vacancy arising be allocated to a person who are adjudged by the Council or Registered Provider (whichever the case may be) to be in housing need in accordance with the Council's Allocations Policy, or an alternative local lettings policy, as agreed between the Council and the Registered Provider.

Siting / Layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

The proposed development has been designed so that the apartment blocks would be located within the west of the site, where the site is adjoined by a footpath/cycleway. The proposed siting of the two 3 storey blocks would enable a good quality landscaped setting for the buildings, which helps to provide a good quality appearance to the site. The green spaces around the buildings and the area identified in the northern part of the site would provide ample amenity space for the future occupants. Vehicle parking for the proposed future occupiers of the apartments has been located between the proposed apartment blocks and the dwellinghouses. The proposed apartment buildings would provide open and active ground and upper floors, achieved through window openings and balconies.

The family houses have a street frontage, with small front gardens, and front boundary treatments and planting to soften the appearance in the street scene. This would maintain active frontages and surveillance along the proposed routes within the development.

The proposed development comprises a mix of terraced, and low-rise apartment blocks, which are appropriate and in character with the wider area. Bin storage is shown to the rear of the dwellings with gated routes between properties to enable bins to be brought to collection points on the street. Whilst it would have been preferable for the refuse storage for the apartments to be located within the buildings, or directly adjacent to the buildings, this has not been achievable. This matter is considered in detail elsewhere in the report.

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed tree planting and landscaping to front garden areas, would contribute positively to the street scene. Off street parking in the form of driveways to dwellinghouses in part of the site.

The potential impacts on the residential amenity of existing residents are discussed in more detail below; however, in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable.

The closest location to existing residential properties is along the north of the site adjacent to the boundary with the properties on Louisa Street. Whilst the proposed development would locate two dwellings in proximity to the side garden boundary of no.71 Louisa Street, these dwellings would be single storey bungalow accommodation, and the boundary treatment to the rear gardens of the bungalows would be a 1.8m concrete post and timber panel fence.

The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable.

Therefore, overall, the siting and layout of the development maximises the relationship with the surrounding road network. The siting and layout provides a logical arrangement and is therefore considered to be in accordance with the development plan.

Scale / Massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of a mixture of 2 and 4 storey housing, with commercial buildings to the north of the site.

Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed dwellinghouses would be 1, and 2.5

storeys in height to compliment the scale of the existing houses around the application site and the apartment buildings would be 3 storeys in height in proximity to the footpath/cycleway and form a visual focus at the head of the proposed cul de sac arrangement.

The matter of the scale of the buildings and the potential impact on residential amenity will be considered in more detail later in this report.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has been to adopt many of the key characteristics of the surrounding area.

As described in the Design and Access Statement, the properties have been designed to complement and enhance the existing environment.



The new homes would be contemporary in design, although would involve the use of traditional materials (brickwork and tiles). The images in the description section of the report are typical of the designs which would form the proposed development.

The predominate materials used in the local area are red brick, with grey roof tiles. The proposed materials reference themselves to the local vernacular without being a pastiche.

The internal street scene and the frontage to Louisa Street would look to compliment this existing character while not repeating the form of existing residential stock that surround the boundaries of the site. The architectural palette will consist of a red brick, grey roof tiles to the houses facing onto Louisa Street and the initial plots facing onto the proposed access road, with the remainder of the houses and the apartment blocks being buff brickwork with grey roof tiles to the dwellinghouses to the west of the site. Grey window frames have also been confirmed

A contemporary design with similar themes is proposed for the three storey apartment blocks. The proposal would create a modern design based on the housing style in the locality

(characterised by a mix of terraced housing and recently built modern housing) and is considered to be acceptable in this location.

Whilst the proposed colouration of materials properties fronting onto Louisa Street would be in keeping with the locality , and is accepted , the use of buff brickwork and the break point within the site for the change in the colouration of materials needs to be further explored, with much depending on the final specification and shading of the bricks to be used within the western area of the site . It therefore proposed that notwithstanding the details on the submitted materials plan, that all materials samples of all materials to be used shall be submitted for consideration prior to any above groundworks.

The design and orientation of the proposed buildings, and integrated landscaping would improve the site visually and deliver a high-quality development on a site with brownfield ground conditions.

Residential Amenity

The site is bounded to the west , east, and part of the northern boundary by residential properties. As a significant proportion of this industrial site has been vacant for a prolonged period of time, it is inevitable that the development would have some impacts. This includes noise from site remediation, construction and once the residential development is occupied. However, this needs to be balanced by the formal use of the site for industrial purposes.

It is not considered the levels of noise would be to such an extent to cause unacceptable harm, and that conditions set out in the report would enable those aspects likely to give rise to residential disamenity, to be effectively managed for the temporary period of for example, the construction works.

As stated earlier in this report the proposed development would locate two dwellings in proximity to the side garden boundary of no.71 Louisa Street , these dwellings would be single storey bungalow accommodation, with hipped roof and the boundary treatment to the rear gardens of the bungalows would be a 1.8m concrete post and timber panel fence, with the existing high brick boundary wall retained for the section of the boundary alongside the house at no.71 Louisa Street. The distance from the rear elevation of the proposed dwellings the rear garden boundary varied from a pinch point of 1.6m to 4.2m and should not give rise to overlooking.

Whilst it is acknowledged that the scheme would introduce built form in proximity to the dwellinghouse to the north, the existing boundary to this dwellings is a very high brick wall which formed part of the former industrial development on the site . It is considered that in terms of massing the siting of a bungalow with a roof which would slope away from this boundary would not have a significant impact in terms of massing , taking into consideration the existing boundary treatment which could be retained in situ .

The use of conditions in relation to boundary treatments would enable privacy issues to be appropriately managed.

It is acknowledged that there would be some increase in traffic, but again this would not be such that it would cause undue harm. It is acknowledged there would be some impact from decontamination of the site and through construction in terms of noise, and dust.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Geo-Environmental Site Investigation report and a Phase I Geo-Environmental Desk Study has been submitted in support of the planning application.

The proposed development would lead to the remediation of a brownfield site (0.9ha)
The former industrial uses on the site have given rise to contamination of the ground , which will need to be remediated prior to any residential development being undertaken

Historically, the site operated as an iron foundry , with the wider area being dominated by heavy industry including , iron and steel works, mills, and steam hammer works. The majority of the buildings on site were demolished in 2017/2018.

Geo-Environmental Site Investigation report identifies in relation to soil contamination there is a low to moderate risk to construction workers , and based on the chemical testing, eleven exceedances in contaminants were observed in the soil samples analysed, including Naphthalene in one of the samples. The report recommends that the Naphthalene hotspot should be further delineated, and in order to break potential pollutant linkages to future residential end users, recommends that landscaped areas should be capped with imported clean cover soils. A Remediation Strategy is recommended to specify the design of the capping system and any following validation work.

In relation to foundations within areas of deep made ground, foundation loadings the report advises there would be a need to be transferred to deeper strata by use of piles or vibro-stone columns.

It is considered that, due to the presence of hydrocarbon contamination in one of the trial pits that, non-standard materials may be required for new water pipes in that area of the site .

Based on results of the gas monitoring, the risk of ground gas is negligible to very low and protection against the ingress of ground gas will not be required at the site.

Appropriately worded conditions are therefore recommended to require the submission of a remediation strategy, verification report, and that piling or any other foundation designs using penetrative methods shall not be permitted other than with the express written consent of the local planning authority, which may be given for those parts of the site where it has been demonstrated that there is no resultant unacceptable risk to groundwater in order to comply with policies EN17 and EN18 of the Manchester Core Strategy.

Highway Related Matters and Car Parking

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

The Manchester Residential Quality guidance addresses the issue of car parking under the section 'Make it Practical', where it offers guidance in relation to appropriate solutions to car parking. The guidance states that for apartment schemes, there are a number of variables that will affect parking demand within a particular development. In certain scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.

The Guidance then discusses recommended parking standards for different areas of the City. The guidance states that a reduced on site provision may be justified on the basis of secure cycle parking in excess of 50% provision relative to apartment numbers, and the identification of good public transport links within a short walk of the proposed development. Demonstrating that

the full car parking requirement cannot be achieved via a car parking solution that is both viable and does not compromise the relationship of the new development to the street in terms of the creation of active frontages. Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

A Transport Statement and an Interim Travel Plan has been submitted in support of the application. The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels public transport opportunities within acceptable walking distance on Ashton Old Road and Ashton New Road. Gorton train station is a 10 minute walk south of the site , and Edge Lane tram station is a 15minites walk to the north of the site. Route 60 of the National Cycle Network (Fallowfield Loop) can be accessed form the open space to the south of the site. It is recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan following first occupation.

The site layout plan for the site includes primary circulation through a cul de sac arrangement. Vehicular access to the site would be taken directly from Louisa Street. Car parking is being provided at one space per residential dwelling for the dwellinghouses (100% provision) and 33 spaces (including 7 spaces for disabled users) for the proposed apartments(78% provision). Each dwellinghouse would have an electric vehicle charging point, and the parking spaces to serve the proposed apartments would have access to an EVC in the form of a communal 4 point charging point

Retractable bollards are proposed to the parking bays to the rear of the rear of dwellinghouses fronting onto Louisa Street to ensure that these spaces would remain available for use by the future occupiers , and would not be taken up by occupiers of other plots and visitor to the site.

The submitted details also indicate the provision 42 cycle storage for the proposed apartments (100%) Each dwellinghouse at the site will be provided with a shed to accommodate cycle storage representing 100% cycle parking provision. It is therefore recommended that this aspect of the scheme is conditioned to ensure the implementation of the storage arrangements and their on-going retention .

Each of the dwellinghouses would have one vehicle charging point and revised layout plans are annotated to show the provision of an electric charging point to each parking spaces serving the proposed apartments.

This level of car parking, cycle parking and electric vehicle charging points is considered to be acceptable for the proposed development in this location.

Furthermore, a number of measures to encourage travel to and from the site by sustainable modes are contained within the site Travel Plan. It is anticipated that this would also help to reduce car parking demand.

Pedestrian access is provided at the vehicle access junction. Within the site a new section of road will be constructed to adoptable standard incorporating a turning head suitable for service vehicle use.

Access will be taken from the adopted section of road to private areas serving parking areas.

The highway layout is considered appropriate with the access having been designed to achieve visibility splays of 2.4m x 33m , with a carriageway width of 5.5m with 2m footways. Dropped kerbs and tactile paving would be provided at the junction, but as this has not been shown on the site layout plan , it is recommended that an off site highway works condition be

attached to any approval , which would enable this and other potential detailed design section 278 highways matters including any traffic calming, TRO's, Stage 2 RSA etc to be finalised .

The Transport Assessment indicates that the proposed development will generate 24 vehicle movements in the AM peak hour and around 19 in the PM peak hour. It is therefore considered that the proposed development would lead to the generation of significant traffic levels.

Following a review of road collision statistics, it is noted that there have been no accidents at the site access junctions during the five year period assessed. There has been a single accident on Louisa Street (junction with Old Lane), which was classified as slight and occurred in 2020, and did not involve a pedestrian or cyclist.

Overall, it is considered that the development would have an impact on the local highway network, however the level of impact is not considered to be severe that would warrant refusal of the planning permission. There would be adequate car and cycle provision to serve the needs of the development. Travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also be adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Ferris Street

Concerns were raised by a local resident that the originally submitted site layout would have led to the proposed landscaped area to serve the apartments extending across part of the unadopted highway to the rear of nos. 71 -75 Ferris Street . The scheme has been subsequently been revised so that the width of the unadopted route (excluding the footway to the rear garden boundaries of no.71-75 Louisa Street) would be retained at 4m width, which would therefore enable residents to continue to park vehicles in their rear gardens. For the clarity the red line boundary is unchanged, but the extent of landscaping has been reduced.

Pedestrian Access

The route from the dwellinghouses to the back of pavement within the site would be via a section of footpath and then via the proposed hard surfaced areas to accommodate an off street parking space. Whilst a separate pedestrian route would be preferable it is acknowledged that all parking bays for the houses are a minimum of 6m long x 3m wide (with some larger than this) , which would allow pedestrians to access the dwellinghouse when a car is in situ. This approach will allow each front garden to include soft landscaping , boundary treatment to the back of pavement and to separate the garden areas ,and the incorporation of tree planting . This is considered to outweigh the need for a separate hard surfaced route , with the landscaping assisting in the reduction of the visual intrusion of parked cars in the streetscene.

Heritage

The application is accompanied by a Heritage Statement on the basis that the building to the back of pavement on Louisa Street is a non designated heritage asset.

The Heritage statement confirms that a visual site survey was undertaken which established the level of survival of historic fabric across the site and within the individual buildings and revealed that much of the former iron foundry works had been lost, together with the interior features of the buildings. However, the external appearance and form of the surviving buildings (particularly those fronting onto Louisa Street) yield some, architectural interest.

The site also has local historic interest, and is paired with the collection of two-storey dwellings to the immediate north of the site (Louisa Street, north of Sexa Street); as these houses were designed by the same architect (Joseph Nodal) for the workers at the Joseph Stubbs Iron

Foundry works. The collection of late-19th century dwellings thus makes a positive contribution to the setting of the site and vice versa.

Consideration was given at the pre-application stage of the process with a view to converting the building to apartments, but this approach was not deemed to be feasible, on the basis that the existing building is in poor repair and its fabric will take considerable works to bring it to minimum modern standards; the historic former industrial use of the building means that the plan form does not easily convert into residential units, whether that be houses or apartments (for example, the narrow horizontal separation of windows along the primary elevation may not allow for the appropriate placement of party walls, which would lead to bricked up windows and therefore loss of the character of the building. In addition, the floor to floor levels are more than would be required in a residential building. The combination of these factors will lead to a reduced number of residential units on the site, where converted units will have compromised accommodation); and the siting of the building against the back of pavement, and in a residential setting would leave no room for defensible space against any dwelling inside.

The building is not listed and the interiors have been heavily damaged and altered. As detailed in this report, the key heritage interest of this local heritage asset is its historic interest. As advised earlier in this report the main foundry building, and associated workshops were dismantled in 2017 following a fire which caused substantial damage, leaving the remaining buildings on site devoid of some historic context. The proposed development will result in total loss of significance and will thus have an overall moderate adverse effect on the non-designated heritage asset.

The degree of harm, however, needs to be considered against the wider benefits the scheme will deliver. The submitted supporting documents suggest that the loss of the buildings could be mitigated in part by the completion of a Level 2/3 Historic Building Record, which would provide a permanent record for inclusion in the HER and would further the understanding of the development of the iron foundry building typology within Openshaw. It is therefore recommended that a condition be attached to any approval along the line suggested by the Greater Manchester Archaeological Advisory Service.

Landscaping

The proposed landscaping scheme includes the planting of 44 trees, and significant levels of hedge planting including native hedge mix, beech hedging and Box/Hebe/Laurel hedging to the front gardens of the proposed houses, the landscaped setting of the proposed apartment blocks, and area of landscaping to the north of the site to serve the proposed apartments. The landscaping to the north of the site to serve the proposed apartments, also includes grassed areas, together with shrub and bulb planting, and seating benches.

The scheme would be managed by a registered provider, who would be responsible for the overall development. It is however, recommended that a condition is attached to any approval to require that the landscaping scheme for the development shall be implemented in accordance with Landscaping proposal plan ref: 6989.01 rev. K received 23rd May 2023; that prior to any ground works in connection with the soft landscaping areas shown on Landscaping proposal plan ref: 6989.01 rev. K finalised details of the species, management and maintenance strategy, for the proposed landscaping shall be submitted to and approved in writing by the City Council as local planning authority; and that the approved landscaping scheme and arrangements for management and maintenance 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Trees

The application is accompanied by an Arboricultural Constraints Appraisal, and an Arboricultural Impact Assessment. None of the trees are covered by a Tree Preservation Order and the site is not located within a Conservation Area.

It is proposed to remove 6 trees (Category C1 x3 and U x3). The trees are Common Limes (3no.) and Goat Willow (3no.), and a group of 2no. Wild Cherry (Category C2).

There are also a number of trees to the south and west of the site with root systems which have the potential be affected by the development and associated boundary treatment . It is therefore proposed that a condition is attached to any approval to ensure that the treatment which are not identified for removal are retained and that tree protection measures are incorporate to safeguard the retained trees during construction works which are set out in the . Arboricultural Impact Assessment.

It is considered there are potentially no indirect impacts from the development process providing that all other recommended safeguards as outlined in the report are implemented.

It is also recommended that any approval has an informative attached to confirm that the approval does not infer any rights to undertake any pruning to trees on third party land to the waste and south of the site (tree Group ref: 2)

44 trees are proposed to be planted within the proposed development which is considered to be acceptable to offset the loss of trees of 8no. trees on the site .

Ecology

The site predominantly comprises hard standing and bare ground/artificial unsealed surface areas, and vacant commercial and industrial buildings and scrub habitats.

A protected species survey, but no signs of activity by the protected species was found within 50m of the site. As the protected are active within the wider area and a sett have been recorded within 30m of the site, it is recommended that Reasonable Avoidance Measures (RAMs) be implemented during site works in order to avoid harm to any potential badgers.

A condition is therefore recommended to require that prior to vegetation clearance a reasonable avoidance measures method statement for hedgehogs, and badgers and covering the clearance and construction phases, shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development . Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority. The condition is needed on the basis that badgers can dig new setts at any time. If during any vegetation clearing a newly formed active sett is found, work within 30m of the sett must stop to prevent disturbance of the sett.

A Preliminary bat roost assessment of buildings accompanied the application which has now been supplemented by a Bat Activity Surveys and Mitigation Strategy dated June 2023.

No evidence of the current or previous use of the buildings B1 to B4 by roosting bats was detected during the daylight licensed bat surveys carried out in January 2023 (as reported in the

Preliminary Ecological Appraisal (Ascerta, January 2023)) or by ERAP (Consultant Ecologists) Ltd in May 2023. v. A common pipistrelle bat day roost (maximum of two bats) was detected behind the timber fascia on the western elevation of building B1 on 2nd May 2023; No other bat roosts have been detected, and common pipistrelles were the only species recorded flying over the site during the survey.

The demolition works will unavoidably disturb bats and will destroy the roost in building 1. This matter has been considered in detail and the advice received from the Greater Manchester Ecology Unit on the basis of Bat Activity Surveys and Mitigation Strategy dated June 2023 is a conditioned approach, which would require that no demolition works commence to Building ref:B1 until the local planning authority has been provided with either:

a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or

b) a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license.

It is recommended that any approval be conditioned accordingly.

The comprehensive bat mitigation strategy outlined in Section 5.2 demonstrates that mitigation for roosting bats and conservation of roosting and foraging opportunities at the site in the long-term is entirely feasible. The 'three tests' of The Conservation of Habitats and Species Regulations 2017 (as amended) can be met. An appropriate Natural England licence will be required to facilitate the works.

Furthermore, in order to reduce the potential to adversely impact on nesting birds , a further condition is proposed to ensure that there would be no removal of or works to any trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site

The proposed development would also include the provision of 8 bat boxes; 3 sparrow nest boxes; 3 open nest boxes; and 3 built in bird boxes in order to improve biodiversity at the site. Suitable landscaping incorporating species that provide a food or shelter resource to wildlife to include hawthorn, hazel, holly, blackthorn, as hedgerow species and field maple, silver birch, rowan and wild cherry as tree species. Linear hedging (499m in length) including native hedge mix, beech hedging and Box/Hebe/Laurel hedging would be incorporated into the landscaping scheme.

The development therefore presents an opportunity to create habitats available to wildlife on site and provide a betterment to its current low ecological value through a net gain. Conditions are recommended in relation to the improvement of biodiversity at the site , which include provision of bat boxes, sparrow terraces and bird boxes.

Noise

The application is accompanied by a noise impact assessment , which assesses the effects of noise from nearby industrial /commercial noise sources , and traffic across the site and within

rear gardens . The survey results indicate the recommendation for the installation of acoustic fencing of between 2.2m -3m, high specification glazing and the use of trickle vents in areas close to the industrial premises to the north of the site to achieve appropriate noise levels.

It is acknowledged there are existing residents adjacent the application site and with the proposed development and occupation there would be some impacts. However, it is not considered that this would be unusual or significant. Furthermore, the noise arising from the proposed residential development would be likely to be significantly less than the former uses of the site as an Iron Foundry and other industrial uses.

The noise assessment confirms that noise is not a constraint to residential development, and that good standard of acoustic design can be achieved using reasonable and practicable design measures.

It is therefore recommended that a condition is attached to any approval to require the implementation of the mitigation measures within the Noise Impact Assessment , and that a detailed plan showing the location and extent of the proposed acoustic barrier , together with the design and specifications of the acoustic barrier are required to be submitted together with any other noise mitigation measures, and approved and implemented , before first occupation of the residential units. Furthermore, that a verification report is submitted upon completion of the development and before first occupation of the residential units, to validate that the work undertaken conforms to the recommendations and requirements in the approved report.

Flood Risk / Surface Water Drainage

The proposed development is located in Flood Zone 1 (area at low risk of flooding) , i.e. land defined as having a less than 0.1% annual probability of flooding . The submitted Flood Risk Assessment reviews the potential of risk of flooding from all sources and concludes that flood risk to the site is considered to be very low. As such no site specific flood risk mitigation measures are proposed

At present a significant proportion of the site comprises areas of hardstanding , the proposed development would include areas of soft landscaping to garden areas , and amenity space for occupiers of the proposed apartments which would enable some infiltration of surface water, and assist in slowing water flows in the drainage network. Surface water would be managed by the use of flow controls and attenuation to accommodate storm events up to and including the 1 in 100 year plus 45% climate change event within the proposed development.

The submitted Flood Risk Assessment confirms that all methods of surface water discharge have been assessed, and that where infiltration techniques are not possible, a connection to the culverted watercourse would be made, but this would be subject to a survey to confirm the culvert location, condition and invert depth. Where a connection to the culvert is made, a discharge rate of 6.3 l/s would apply. However, should discharge to the culverted watercourse not be possible, surface water runoff would be discharged to the 300mm public combined sewer located to the north of the site in Ferris Street at a limited rate of 5 l/s.

It is acknowledged that attenuation storage would be required on site in order to restrict surface water discharge to 5 l/s, which could be provided in the form of an underground attenuation tank located beneath an amenity area in the northern extent of the site.

It is also noted that United Utilities have confirmed that foul flows can discharge to the 300mm public foul sewer in Ferris Street.

As the surface water drainage scheme connections have not been finalised it is recommended that conditions are attached to any approval to require the submission and approval of the finalised details of surface water drainage scheme before the commencement of development,

with a further condition to require that the approved system that is put in place is managed and maintained thereafter.

Furthermore, a culvert survey was provided for considered during the consideration of the application which confirms that no culvert has been found within the site.

Sustainability and Energy Efficiency

The application is accompanied by an Energy Statement which advises that to meet the challenging demands associated with sustainable development a “fabric first” approach is considered the most cost effective and efficient way of delivering an energy saving development, which allows it to achieve compliance with Building Regulations. The Energy Statement advises that building fabric improvements, efficient mechanical and electrical services, and the use of air source heat pumps would be incorporated within the proposed scheme to deliver a sustainable development.

The proposed scheme is predicted to achieve a Dwelling Emission Rate that improves over the Target Emission Rate by circa 60.13%. As the target under EN 6 is a 15% improvement under 2010 Part L1A, and that Part L1A 2022 is in total a 37% uplift over Part L1A 2010 it is anticipated that the proposed scheme would achieve the required EN6 target.

Built in accordance with the fabric first approach detailed in the report with high levels of fabric performance and efficiency, the new homes would constitute a high sustainable standard. This would be in accordance with sustainable environmental planning policies.

It is therefore proposed to attach a condition to require that the development is implemented in accordance with the Energy Report, and that a post construction review certificate is submitted within a timescale that has been agreed.

Designing out Crime

The application is accompanied by a Crime Impact Statement (CIS) by GMP Design for Security officers. The report suggests that the proposed scheme is acceptable in terms of layout; in order to further improve the scheme from a crime prevention perspective there is a request that consideration is given to secure cycle parking, robust control of access in/and around the apartment buildings, and that all properties are alarmed. These measures are referred to in the CIS. All houses have 1.8m boundary treatment to rear gardens, and retractable bollards are proposed to their parking spaces to the rear of the dwellinghouses proposed which would front on Louisa Street, to ensure availability of the spaces is maintained for the occupiers.

In view of the comments received it is proposed to attach a condition to any approval, to require the scheme (where possible) to be designed and constructed required in accordance with the recommendations and specifications set out in sections 3 and 4 of Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse, in the rear gardens areas, with gated routes between properties to enable bins to be brought to collection points on the street, and includes space for general waste, pulvable recycling, mixed recycling and for green waste, together with a 23 litre food caddy for each dwellinghouse. In regard to the proposed blocks of apartments 30sq.m. capacity would be provided for 42 apartment in the two refuse stores., which would exceed the guidance of 0.43 sq.m of provision per apartment.

Whilst it would have been preferable for the refuse storage for the apartments to be located within the buildings, or directly adjacent to the buildings, this has not been achievable. The bin stores are within the 30m building regulation guidance for resident to bin store distance. The applicant has confirmed that the bin stores are all within the private area that will be managed by the Registered Provider, who will have their own management arrangements.

As the detailed designs for the proposed bin stores has not been provided for consideration, condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme, including bin store design.

Air Quality

This site is not located in a City Council designated Air Quality Management area (AQMA), but lies 245m to the north of Ashton Old Road which is in an AQMA area.

The application is accompanied by an Air Quality Assessment which considers the potential impacts to air quality. This demonstrates that the construction phase of the development would result in 'not significant' effects on the basis that site-specific mitigation measures are put in place to deal with dust, in accordance with relevant guidance.

Such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The assessment states that the operational phase of the proposed development was assessed in regard to potential impacts which could occur due to road traffic exhaust emission associated with vehicles travelling to and from the site. The report concludes that on the basis of the increase in traffic movements associated with the proposed development, the potential for air quality changes arising from development traffic to cause adverse effects would not be significant.

Furthermore, the proposed development would include the provision of electric vehicle charging infrastructure and cycle parking at the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16. It is recommended that this aspect of the development is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development.

Broadband

The application is accompanied by a Broadband Connectivity Assessment. Both BT Openreach, Sky and Virgin Media have existing fibre infrastructure in place around the application site, with 'Superfast Fibre' broadband of up to 80Mbps and 'Gfast' speeds of up to 330Mbps nearby. The Assessment also states that due to the scale of development the scheme would be eligible for free provision of Fibre to the Premises (FTTP00 from Openreach). It is therefore anticipated that the application properties would have access to good download speeds.

Archaeology

This site has been the subject of an archaeological desk-based study. This study found that in historic and archaeological terms the principal interest at the site is associated with the Stubbs Iron Foundry built in 1905.

The report indicates that the potential for Post Medieval and Industrial activity within the site is high, and that any Post Medieval and Industrial archaeological remains found within the site are

likely to be associated with agricultural use and the subsequent iron foundry, but that this would be of low significance.

The site does not lie within any Conservation Areas, Registered Parks and Gardens or Battlefields. The site does not contain any Scheduled Monuments, Listed Buildings or non-designated Heritage Assets.

In view of the former presence on the site of the buildings and structures referred to above, and the comments of GMAAS, it is recommended that any approval be conditioned to require a programme of archaeology works to be submitted in accordance with a Written Scheme of Investigation to ensure any remains which are found are recorded.

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. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission.

Furthermore, it is considered that there is a case for ensuring that apartments hereby approved shall be used only as private dwellings and not as serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights). An appropriate condition is therefore proposed.

Inclusive Access

The applicant has confirmed that all houses will have level access, and that the ground floor accommodation within the apartment blocks would be level. However, the lack of lift access in the apartment blocks means that no wheelchair users can visit or occupy the upper floors accommodation. This aspect of the scheme has been explored with the applicant, who has referred to the significant viability issues with the overall development. Whilst the lack of lift access to the upper floors of the proposed apartments would not be the preferred approach, it is acknowledged that 7 no M4 (2) apartments 1 bed 2 person are proposed, together with M4(2) bungalows. Seven accessible parking bays are proposed to serve the proposed apartments.

Boundary treatment.

The dwellinghouses fronting onto Bennett Street would incorporate low walls with 0.9m railings above to form the boundary treatment to the back of pavement to dwellinghouses, a 1m railing treatment (incorporating a litter guard below the base rail) to the back of pavement and between front gardens within of the proposed dwellinghouses along the proposed estate road. Boundaries to rear gardens and footpath/cycleway would comprise 1.8m concrete posts with timber panels.

Whilst elevational designs of the wall and railing and low railing with base plinth have been submitted and are considered to be acceptable, finalised elevational design details of the other boundary treatments annotated on the layout plan are required, and it is therefore proposed that this aspect of the scheme is conditioned.

Local Labour and jobs

The applicant has agreed to a local labour agreement, which will aim to maximise local labour benefits resulting from the development . This would include proposals to outline what local labour activities and targets the applicant will endeavour to deliver , together with a final report detailing the local labour results.

A condition is recommended to cover this matter.

Conclusion

The proposed scheme offers an opportunity to bring forward a sustainable development of family housing, affordable homes a new school on a site long identified as meeting the needs of the city.

All issues have been set out in the report and addressed and this includes where necessary mitigation to ensure the schemes delivery.

Other Legislative Requirements

Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have a right to a fair hearing and to this end the local planning authority must give full consideration to their comments.

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in

dealing with the planning application. The original submission raised initial concerns about boundary treatment , ecology , and affordable housing, these matters has been satisfactorily resolved and the appropriate conditions have been attached.

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:

Location plan ref: EX(001) ; Received 24th August 2022.

Demolition Plan ref:DEM01;;

Proposed house Types 01 plan ref: (PL) 003;

Proposed house Types 02 plan ref: (PL) 004;

Proposed house Types 03 plan ref: (PL) 005 rev.B ;

Proposed street scenes 01 plan ref: : (PL) 006 rev.A ;

Proposed street scenes 02 plan ref: : (PL) 007 rev.A ;

Proposed street scenes 03 plan ref: : (PL) 008 rev.A ;

Proposed street scenes 04 plan ref: : (PL) 009 rev.B ;

Archaeological Desk Based Assessment for Louisa Street works ref:LP4440C-DBA-v.1.3 dated August 2022;

Broadband Connectivity Assessment;

Air Quality Assessment ref: 102868V2 dated 28th July 2022;

Crime Impact Statement Version B 19.08.2022 ref: 2022/0358/CIS/01;

Noise Impact Assessment Report No: P22-313-R01v2 dated August 2022;

Arboricultural Impact Assessment Version 1 dated 26 August 2022;

Arboricultural Constraints Appraisal Version 1 dated 1 August 2022;

Flood Risk Assessment and Drainage Strategy ref: 14921-FRA & Drainage Strategy Revision 2 dated September 2022;

Geo-Environmental Site Investigation Report Ref: A4755/22/SI dated June 2022;

Phase 1 Geo-Environmental desk Study ref: A4755/22/FDS dated June 2022;

Heritage Statement dated October 2022;

Waste Management proforma;

Transport Statement ref: 220819/SK222314/TS01(-00) dated August 2022;

Received 13th October 2022.

Letter dated from Geo- Environmental & Geotechnical ref: A4755/22 dated 21st October 2022 in regard to risks from Coal Mining;

Energy Statement rev. B dated 31.08.2022; Topographical Survey (Existing and proposed levels) ref: LEV01;

received 26th October 2022;

Outdoor lighting report ref: SHD758-SHD-HLG-LOUI-CA-EO dated 31 October 2022 ;

Section 38 street lighting design plan ref: SHD758-SHD-HLG-LOUI-DR-EO-Lighting Layout-R0 Sheet 1 of 1;

Lighting Equipment schedule ref: SHD758-SHD-HLG-LOUI-SH-EO-Lighting Schedule-R0
received 31st October 2022
Planning Statement dated November 2022 Statement received 22nd November 2022;

Cholondeley EBG (BUN-EBH) plan ref: 674-CHO-110 received 25th January 2023.
CEMP dated August 2022 Version B- 20.01.2023 received 25th January 2023;
Preliminary Ecological Appraisal and Daytime Building Inspection ref: P.17.17.22 rev.A January
2023 received 25th January 2023;

Local Labour Agreement dated 20th January 2023;

Protected species survey ref: P.1717.22 dated 1st February 2023 received 1st February 2023;
Daytime Building Inspection Report for Louisa Street P.1717.22 dated 20th March 2023
received 29th March 2023;
Bat and bird box plan ref: P.1717.22.04 received 29th March 2023.

Agent email dated 14th April 2023;
Design and Access Statement rev.C dated April 2023;
Culvert investigation report LSR-01 dated 13.04.2023;
Received 14th April 2023

Agent email 15.05.2023
Swept path Analysis MCC Specification Refuse Collection vehicle ref: SK22231-005;
Louisa Street Proposed Highway Works Stage Road Safety Audit ref: 2023/WH/1867 ;
received 15th May 2023

Landscaping proposal plan ref: 6989.01 rev. k (notwithstanding colouration of bitmac to
dwellinghouse driveways);
Proposed site plan ref: (PL) 001 rev.P);
Construction Build Route plan ref: CBR01 rev.C ;
EVCP plan ref: EVCP01 rev.E;
Materials Plan MAT 01 rev.E
received 23rd May 2023

Updated Affordable Housing Statement (42 social rent and 29 rent to buy)
Housing Tenure plan ref: TEN01 rev.H ;
received 31st May 2023

Boundary treatments plan ref: BT01 rev. G received 2nd June 2023

Bat Activity Surveys and Mitigation Strategy ref: 2023-107 Version 2 dated June 2023 received
5th 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 Manchester Core Strategy (2012).

3. Prior to the commencement of the development, 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;

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

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

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

4 a) The development shall be implemented in accordance with the CEMP dated August 2022 Version B- 20.01.2023 received 25th January 2023; and Construction Build Route plan ref: CBR001 rev.C received 23rd May 2023.

b) Finalised hours of working shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details

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

5. Notwithstanding the materials annotated on the Materials plan ref: MAT001 rev.E received 23rd May 2023 , prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development, and driveways to dwellinghouses, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

6. Prior to above ground works , full detailed designs (including specifications) of all on site and off site highways works (including any measures required at the junction of new estate road and Louisa Street , Traffic Regulation Orders, Stage 2 RSA and traffic calming) and a delivery sequence, shall be submitted to and approved in writing by the City Council as local planning

authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit being occupied .

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

7.The car parking indicated on the approved plans for the dwellings (including apartments), shall be surfaced, demarcated, and where shown on approved plans retractable bollards installed, and made available for use prior to the associated dwellings (including apartments), hereby approved being occupied. The car parking shall then be available at all times whilst the dwellings (including apartments), are occupied.

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

8.Prior to above ground works commencing, finalised detailed designs and provision of space for cycle storage for the dwellinghouses, and the elevational designs of the proposed cycle store for the apartments, shall be submitted to and approved in writing by the City Council as local planning authority. The cycle stores shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation being brought into use, and be retained thereafter .

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

9. a)Before the development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

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

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

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

10. Prior to the occupation of the development, finalised details of the specifications of the provision of electric vehicle charging points at both the apartments and houses shown on EVCP plan ref: EVC 01 rev. E received 23rd May 2023; hereby approved within the development, shall be submitted to and approved by the local planning authority. The approved scheme to install the electric vehicle charging point applicable to any dwellinghouse and to parking spaces for the apartments shall be completed prior to that accommodation being occupied, and shall thereafter managed and maintained in accordance with the approved details.

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

11. No development (other than demolition works and site clearance) approved by this planning permission shall take place until a remediation strategy that includes the following components to deal with the risks associated with contamination of the site shall each be submitted to and approved, in writing, by the local planning authority:

1. An additional site investigation scheme, based on the submissions to date to provide additional information for a detailed assessment of the risk to all receptors that may be affected, including those off site.
2. The results of the additional site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

Any changes to these components require the express written consent of the local planning authority. The scheme shall be implemented as approved.

Reason - To ensure that the development does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution in line with paragraph 174 of the National Planning Policy Framework and pursuant to policies EN17 and EN 18 of Manchester Core Strategy (2012) .

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

Reason - To ensure that the proposed piling, does not harm groundwater resources in line with paragraph 174 of the National Planning Policy Framework and Position Statement J of the 'The Environment Agency's approach to groundwater protection' and pursuant to policies EN17 and EN 18 of Manchester Core Strategy (2012) .

13. Prior to any part of the permitted development being brought into use, a verification report demonstrating the completion of works set out in the approved remediation strategy and the effectiveness of the remediation shall be submitted to, and approved in

writing, by the local planning authority. The report shall include results of sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that the site remediation criteria have been met.

Reason -To ensure that the site does not pose any further risk to the water environment by demonstrating that the requirements of the approved verification plan have been met and that remediation of the site is complete. In accordance with paragraph 174 of the National Planning Policy Framework, and pursuant to policies EN17 and EN 18 of Manchester Core Strategy (2012) .

14. No development (other than demolition works and site clearance) 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, pursuant to policies within the NPPF and NPPG, and policies EN08 and EN14 in the Manchester Core Strategy (2012).

15. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme and the culverted ordinary watercourses 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 a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

16. a) The development shall be implemented in accordance with the noise attenuation measures within Noise Impact Assessment Report No: P22-313-R01v2 dated August 2022 before first occupation of the residential units.

b) A detailed plan showing the location and extent of the proposed acoustic barrier , together with the design and specifications of the acoustic barrier shall be submitted to and approved in writing by the City Council as local planning authority, before first occupation of the residential units. The approved scheme shall be implemented before the occupation of the residential units.

b) Prior to first occupation of the residential units which have been acoustically insulated , a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved noise impact

assessment report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

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

17. a) Prior to first occupation of the dwellings and apartments hereby approved, finalised details a scheme for the storage and disposal of refuse (including finalised elevational design of bin stores), shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the dwellings and apartments are occupied

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

18. The development shall only be carried out in accordance with sections 3 and 4 in the Crime Impact Statement Version B 19/08/22 ref: ref.2022/0358/CIS/01. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development, and the agreed measures shall be retained and maintained thereafter.

Reason - In the interests of crime prevention and community safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

19. No development works shall take place until the applicant or their agents or their successors in title has secured the implementation of a programme of archaeological works in accordance with a Written Scheme of Investigation (WSI) which has been submitted to and approved in writing by the local planning authority. The WSI shall cover the following:

1. A phased programme and methodology of investigation and recording to include:
 - historic building investigation (Level 2 / 3);
 - archaeological evaluation trenching;
 - pending the results of the above, a targeted open-area excavation.
2. A programme for post-investigation assessment to include:
 - production of a final report on the results of the investigations and their significance.
3. Deposition of the final report with the Greater Manchester Historic Environment Record.
4. Dissemination of the results of the archaeological investigations commensurate with their significance.
5. Provision for archive deposition of the report and records of the site investigation.
6. Nomination of a competent person or persons/organisation to undertake the works set out within the approved WSI.

Reason- In accordance with NPPF policy 16, paragraph 205: To record and advance understanding of the significance of any heritage assets to be lost (wholly or in part) and to make this evidence (and any archive generated) publicly accessible, and pursuant to policies EN3 and DM1 of the Manchester Core Strategy (2012).

20. Prior to the occupation of the development, finalised details of the strategy for all external lighting, including lighting on the buildings, within the building's curtilage, and lighting units within the public realm works, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, and would not adverse impact on protected species pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

21. If, when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the lighting units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

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

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

23. The bat boxes, sparrow nesting boxes and bird nest boxes in the locations and specifications on the Bat and Bird Box Plan ref: P.1717.22.04 received 29th March 2023, shall be implemented prior to the dwelling on which it would be located is occupied, and retained at all times thereafter

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

24. If no ground works are commenced on site within 12 months of the date of the permission hereby approved, a survey to identify whether badgers are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development. Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Manchester Core Strategy (2012).

25. Prior to vegetation clearance a reasonable avoidance measures method statement for hedgehogs, and badgers and covering the clearance and construction phases, shall be submitted

to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development. Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Manchester Core Strategy (2012).

26. a) The landscaping scheme for the development shall be implemented in accordance with Landscaping proposal plan ref: 6989.01 rev. K received 23rd May 2023.

b) Prior to any ground works in connection with the soft landscaping areas shown on Landscaping proposal plan ref: 6989.01 rev. K finalised details of the species, management and maintenance strategy, for the proposed landscaping shall be submitted to and approved in writing by the City Council as local planning authority

c) The approved landscaping scheme and arrangements for management and maintenance 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

27. In this condition "retained tree" means an existing tree, shrub or hedge which is identified as not being removed in the Arboricultural Impact Assessment Version 1 dated 26 August 2022; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the development 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 Manchester Core Strategy (2012).

28. a) The development hereby approved shall be carried out in accordance with the document titled Energy Statement rev.B dated 31.08.2022 received 26th October 2022.

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

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

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

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

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

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

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

32. 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 specified in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

33. Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken save where it is authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

34. a) The boundary treatment to the front of properties shall be implemented in accordance with the details on plan ref: Boundary treatments plan ref: BT01 G .

b) Finalised elevational designs of the other boundary treatments annotated on Boundary treatments plan ref: BT01 G shall be submitted to and approved in writing by the City Council as local planning authority, prior to implementation.

c) A programme for the sequenced delivery of boundary treatments.

The approved scheme shall be implemented in full before the dwellings are first occupied and retained as such thereafter.

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

35.a) Prior to above ground works , and notwithstanding the Local Labour Agreement dated 20th January 2023 , details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

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

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

36. The residential units hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) and shall not be offered for sale or rent on the open market. The affordable housing shall be provided and managed thereafter in accordance with the approved 'affordable housing statement' revision E received 31st May 2023.

This planning condition shall not apply to the part of the property over which:-

(i). a tenant has exercised the right to acquire or any similar statutory provision and for the avoidance of doubt once such right to acquire has been exercised, the proprietor of the property, mortgagee in possession and subsequent proprietors and

their mortgagees in possession shall be permitted to sell or rent the property on the open market;

(ii). A leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market

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

37. The demolition element of Building B1 is likely to cause harm to common pipistrelle bats as identified by ERAP in the Bats Activity Surveys and Mitigation Strategy ref: 2023-107 v2 and shall not in any circumstances commence unless the local planning authority has been provided with either:

a) a license issued by Natural England pursuant to Regulation 55, of the Conservation of Habitats and Species Regulations 2017 authorising the specified activity/development go ahead: or

b) a statement in writing from the relevant licensing body or LPA to the effect that it does not consider that the specified development will require a license

The development shall be implemented in accordance with the approved details.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2. Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

3. MCC records highlight an underground culvert is located within close proximity to the site (approximately 10m to the south of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

4. Whilst the building B2 – B4 to be demolished has been assessed as very low risk for bats, the applicant is reminded that under the 2019 Regulations it is an offence to disturb, harm or kill bats. If a bat is found during demolition all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

5. Environment Agency have provided the following advice

Groundwater and Contaminated Land Model Procedures and Good Practice Guidance

Due to the former land uses, soil and /or groundwater contamination may exist at the site. To address the associated risks to controlled waters the Environment Agency recommend that developers should:

- Follow the risk management framework provided in Guidance on Land contamination risk management (LCRM) Land contamination risk management (LCRM) - GOV.UK (www.gov.uk), when dealing with land affected by Contamination.
- Refer to their Guiding principles for land contamination for the type of information that they require in order to assess risks to controlled waters from the site - the local authority can advise on risk to other receptors, such as human health.
- Consider using the National Quality Mark Scheme for Land Contamination Management which involves the use of competent persons to ensure that land contamination risks are appropriately managed.
- Refer to the contaminated land pages on [gov.uk](https://www.gov.uk) for more information.
- Refer to 'The Environment Agency's approach to groundwater protection'

All investigations of land potentially affected by contamination should be carried out by or under the direction of a suitably qualified competent person and in accordance with BS 10175 (2001) Code of practice for the investigation of potentially contaminated sites.

Waste Management Guidance

Where the remediation / redevelopment of the site will involve waste management issues they offer the following advice.

On-site Waste

The CL:AIRE Definition of Waste: Development Industry Code of Practice (version 2) provides operators with a framework for determining whether or not excavated material arising from site during remediation and/or land development works is waste or has ceased to be waste. Under the Code of Practice:

- excavated materials that are recovered via a treatment operation can be reused on-site providing they are treated to a standard such that they are fit for purpose and unlikely to cause pollution;
- treated materials can be transferred between sites as part of a hub and cluster project; and
- some naturally occurring clean material can be transferred directly between sites.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically, and that the permitting status of any proposed on-site operations are clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

The Environment Agency recommend that developers refer to:

- the position statement on the Definition of Waste: Development Industry Code of Practice
- The waste management page on GOV.UK

Waste to be taken off-site

Contaminated soil that is (or must be) disposed of is waste. Therefore, its handling, transport, treatment and disposal are subject to waste management legislation, which includes:

- The Duty of Care Regulations 1991;
- The Hazardous Waste (England and Wales) Regulations 2005;
- The Environmental Permitting (England and Wales) Regulations 2016; and
- The Waste (England and Wales) Regulations 2011.

Developers should ensure that all contaminated materials are adequately characterised both chemically and physically in line with British Standard BS EN 14899:2005 'Characterization of Waste - Sampling of Waste Materials - Framework for the Preparation and Application of a Sampling Plan' and that the permitting status of any proposed treatment or disposal activity is clear. If in doubt, the Environment Agency should be contacted for advice at an early stage to avoid any delays.

If hazardous waste material is produced, held, stored or taken off-site, the developer will need to register with us as a hazardous waste producer. Refer to the hazardous waste pages on GOV.UK for more information.

Dewatering

Dewatering is the removal/abstraction of water (predominantly, but not confined to, groundwater) in order to locally lower water levels near the excavation. This can allow operations to take place, such as mining, quarrying, building, engineering works or other operations, whether underground or on the surface.

Any dewatering activities on-site could have an impact upon local wells, water supplies and/or nearby watercourses and environmental interests. This activity was previously exempt from requiring an abstraction licence. Since 1 January 2018, most cases of new planned dewatering operations above 20 cubic metres a day will require a water abstraction licence from the Environment Agency prior to the commencement of dewatering activities at the site.

More information is available on gov.uk:

<https://www.gov.uk/guidance/water-management-apply-for-a-water-abstraction-or-impoundment-licence#apply-for-a-licence-for-a-previously-exempt-abstraction>.

Regulatory position statements

If dewatering and discharging into surface water is required during development, the following Regulatory Position Statement will apply: 'Temporary dewatering from excavations to surface water.'

<https://www.gov.uk/government/publications/temporary-dewatering-from-excavations-to-surface-water>

6. This consent does not imply approval for works (including pruning to any trees on third party land to the south of the site) referenced in the Arboricultural Impact Assessment Version 1 dated 26 August 2022, as consent from the landowner for such works to trees would be required .

Appendix 1 – List of consultees & neighbours notified

BT
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Neighbourhood Team Leader (Arboriculture)
Oliver West (Sustainable Travel)
Work & Skills Team
Environmental Health
MCC Flood Risk Management
Oliver West (Sustainable Travel)
Work & Skills Team
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society
Environment Agency
Greater Manchester Archaeological Advisory Service
Greater Manchester Police
United Utilities Water PLC

37 Cheadle Street, Manchester, M11 1AQ
Unit 16D, 67 Louisa Street, Manchester, M11 1AF
Matalan, Ashton Old Road, Manchester, M11 2NN
140 Louisa Street, Manchester, M11 1AN
1047 Ashton Old Road, Manchester, M11 2NN
Unit 5, 1121 Ashton Old Road, Manchester, M11 1AA
49 Aldermoor Close, Manchester, M11 1GF
99 Louisa Street, Manchester, M11 1GJ
31 Aldermoor Close, Manchester, M11 1GF
47 Aldermoor Close, Manchester, M11 1GF
1121 Ashton Old Road, Manchester, M11 1AA
Unit 3A, 1119 Ashton Old Road, Manchester, M11 1AA
The Bodyline Clinic Limited, Unit 1, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 4, 1119 Ashton Old Road, Manchester, M11 1AA

Unit 3, 1119 Ashton Old Road, Manchester, M11 1AA
A P C Coating, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 5, 1119 Ashton Old Road, Manchester, M11 1AA
Unit 2, 1119 Ashton Old Road, Manchester, M11 1AA
23 Aldermoor Close, Manchester, M11 1GF
105 Louisa Street, Manchester, M11 1GJ
142 Louisa Street, Manchester, M11 1AH
37 Aldermoor Close, Manchester, M11 1GF
27 Aldermoor Close, Manchester, M11 1GF
91 Louisa Street, Manchester, M11 1AD
Unit 9, 67 Louisa Street, Manchester, M11 1AF
Unit 10, 67 Louisa Street, Manchester, M11 2AF
124 Louisa Street, Manchester, M11 1AN
66 Louisa Street, Manchester, M11 1AN
126 Louisa Street, Manchester, M11 1AN
81 Louisa Street, Manchester, M11 1AD
67 Cheadle Street, Manchester, M11 1AQ
39 Cheadle Street, Manchester, M11 1AQ
41 Aldermoor Close, Manchester, M11 1GF
35 Aldermoor Close, Manchester, M11 1GF
33 Aldermoor Close, Manchester, M11 1GF
Flat 14, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 8, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 6, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 38, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 17, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
3 Brade Close, Manchester, M11 2ZN
70 Louisa Street, Manchester, M11 1AN
118 Louisa Street, Manchester, M11 1AN
112 Louisa Street, Manchester, M11 1AN
77 Cheadle Street, Manchester, M11 1AQ
75 Cheadle Street, Manchester, M11 1AQ
73 Cheadle Street, Manchester, M11 1AQ
69 Cheadle Street, Manchester, M11 1AQ
43 Cheadle Street, Manchester, M11 1AQ
3 Sexa Street, Manchester, M11 1AP
96 Louisa Street, Manchester, M11 1AN
26 Brade Close, Manchester, M11 2ZN
47 Brade Close, Manchester, M11 2ZN
64 Louisa Street, Manchester, M11 1AN
62 Louisa Street, Manchester, M11 1AN
120 Louisa Street, Manchester, M11 1AN
95 Louisa Street, Manchester, M11 1AD
79 Louisa Street, Manchester, M11 1AD
75 Louisa Street, Manchester, M11 1AD
73 Louisa Street, Manchester, M11 1AD
106 Louisa Street, Manchester, M11 1AN
63 Cheadle Street, Manchester, M11 1AQ
84 Louisa Street, Manchester, M11 1AN
45 Aldermoor Close, Manchester, M11 1GF
103 Louisa Street, Manchester, M11 1GJ
Unit 3, Ashton Old Road, Manchester, M11 2NN
Flat 36, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 16, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY

98 Louisa Street, Manchester, M11 1AN
76 Louisa Street, Manchester, M11 1AN
34 Brade Close, Manchester, M11 2ZN
Flat 35, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 26, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 12, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 11, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
10 Brade Close, Manchester, M11 2ZN
122 Louisa Street, Manchester, M11 1AN
81 Cheadle Street, Manchester, M11 1AQ
79 Cheadle Street, Manchester, M11 1AQ
86 Louisa Street, Manchester, M11 1AN
28 Brade Close, Manchester, M11 2ZN
41 Brade Close, Manchester, M11 2ZN
33 Brade Close, Manchester, M11 2ZN
23 Brade Close, Manchester, M11 2ZN
17 Brade Close, Manchester, M11 2ZN
Ground Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Unit 16A, 67 Louisa Street, Manchester, M11 1AF
33 Cheadle Street, Manchester, M11 1AQ
Flat 13, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
114 Louisa Street, Manchester, M11 1AN
1119A Ashton Old Road, Manchester, M11 1AA
Trotskis, Ferris Street, Manchester, M11 1AF
Flat 1, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 3, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 41, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 40, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Unit 1, 67 Louisa Street, Manchester, M11 1AF
35A Cheadle Street, Manchester, M11 1AQ
134 Louisa Street, Manchester, M11 1AN
104 Louisa Street, Manchester, M11 1AN
93 Louisa Street, Manchester, M11 1AD
57 Cheadle Street, Manchester, M11 1AQ
55 Cheadle Street, Manchester, M11 1AQ
49 Cheadle Street, Manchester, M11 1AQ
82 Louisa Street, Manchester, M11 1AN
41 Cheadle Street, Manchester, M11 1AQ
Office, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
92 Louisa Street, Manchester, M11 1AN
80 Louisa Street, Manchester, M11 1AN
90 Louisa Street, Manchester, M11 1AN
Unit 7, 67 Louisa Street, Manchester, M11 1AF
Eastlands Homes, Eastlands House, Victoria Street, Bradford, Manchester, M11 2NX
Flat 2, 37 Cheadle Street, Manchester, M11 1AQ
35B Cheadle Street, Manchester, M11 1AQ
Flat 1, 37 Cheadle Street, Manchester, M11 1AQ
85 Louisa Street, Manchester, M11 1AD
61 Cheadle Street, Manchester, M11 1AQ
40 Brade Close, Manchester, M11 2ZN
39 Brade Close, Manchester, M11 2ZN
31 Brade Close, Manchester, M11 2ZN
8 Brade Close, Manchester, M11 2ZN
2 Brade Close, Manchester, M11 2ZN

19 Brade Close, Manchester, M11 2ZN
45 Brade Close, Manchester, M11 2ZN
25 Brade Close, Manchester, M11 2ZN
87 Louisa Street, Manchester, M11 1AD
HMO Flat Above, Venus Foods Ltd, Ferris Street, Manchester, M11 1AF
First Floor, Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Elizabeth House, Victoria Street, Bradford, Manchester, M11 2NX
Eastlands House, Victoria Street, Bradford, Manchester, M11 2JW
Unit 16B, 67 Louisa Street, Manchester, M11 1AF
Unit 16C, 67 Louisa Street, Manchester, M11 1AF
Unit 8, 67 Louisa Street, Manchester, M11 1AF
Unit 14, 67 Louisa Street, Manchester, M11 1AF
Unit 3, 67 Louisa Street, Manchester, M11 1AF
67 Louisa Street, Manchester, M11 1AF
5 Sexa Street, Manchester, M11 1AP
29 Aldermoor Close, Manchester, M11 1GF
25 Aldermoor Close, Manchester, M11 1GF
101 Louisa Street, Manchester, M11 1GJ
Unit 3, 1121 Ashton Old Road, Manchester, M11 1AA
Unit 4, 1121 Ashton Old Road, Manchester, M11 1AA
Unit 2, 1121 Ashton Old Road, Manchester, M11 1AA
Unit 1, 1121 Ashton Old Road, Manchester, M11 1AA
74 Louisa Street, Manchester, M11 1AN
83 Louisa Street, Manchester, M11 1AD
43 Aldermoor Close, Manchester, M11 1GF
Unit 17, Ferris Street, Manchester, M11 1AF
5 Brade Close, Manchester, M11 2ZN
Flat 9, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 7, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
32 Brade Close, Manchester, M11 2ZN
45 Cheadle Street, Manchester, M11 1AQ
78 Louisa Street, Manchester, M11 1AN
21 Brade Close, Manchester, M11 2ZN
13 Brade Close, Manchester, M11 2ZN
128 Louisa Street, Manchester, M11 1AN
71 Cheadle Street, Manchester, M11 1AQ
The Lodge, 67 Louisa Street, Manchester, M11 2AF
Flat 10, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
24 Brade Close, Manchester, M11 2ZN
Flat 5, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
110 Louisa Street, Manchester, M11 1AN
Flat 20, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 19, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
130 Louisa Street, Manchester, M11 1AN
35 Brade Close, Manchester, M11 2ZN
27 Brade Close, Manchester, M11 2ZN
116 Louisa Street, Manchester, M11 1AN
89 Louisa Street, Manchester, M11 1AD
Flat 34, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 23, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
12 Brade Close, Manchester, M11 2ZN
11 Brade Close, Manchester, M11 2ZN
72 Louisa Street, Manchester, M11 1AN
53 Cheadle Street, Manchester, M11 1AQ

1 Sexa Street, Manchester, M11 1AP
36 Brade Close, Manchester, M11 2ZN
30 Brade Close, Manchester, M11 2ZN
49 Brade Close, Manchester, M11 2ZN
29 Brade Close, Manchester, M11 2ZN
15 Brade Close, Manchester, M11 2ZN
138 Louisa Street, Manchester, M11 1AN
136 Louisa Street, Manchester, M11 1AN
132 Louisa Street, Manchester, M11 1AN
39 Aldermoor Close, Manchester, M11 1GF
Flat 32, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 33, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 15, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
9 Brade Close, Manchester, M11 2ZN
65 Cheadle Street, Manchester, M11 1AQ
44 Brade Close, Manchester, M11 2ZN
42 Brade Close, Manchester, M11 2ZN
4 Brade Close, Manchester, M11 2ZN
97 Louisa Street, Manchester, M11 1AD
77 Louisa Street, Manchester, M11 1AD
Unit 15, Ferris Street, Manchester, M11 1AF
Flat 21, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 37, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 29, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 28, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 22, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 4, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
1 Brade Close, Manchester, M11 2ZN
68 Louisa Street, Manchester, M11 1AN
100 Louisa Street, Manchester, M11 1AN
6 Brade Close, Manchester, M11 2ZN
43 Brade Close, Manchester, M11 2ZN
37 Brade Close, Manchester, M11 2ZN
108 Louisa Street, Manchester, M11 1AN
47 Cheadle Street, Manchester, M11 1AQ
59 Cheadle Street, Manchester, M11 1AQ
Venus Foods Ltd, Ferris Street, Manchester, M11 1AF
Flat 2, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 30, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 27, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 31, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 25, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 18, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
102 Louisa Street, Manchester, M11 1AN
Flat 24, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
Flat 39, Victoria House, Victoria Street, Bradford, Manchester, M11 2LY
22 Brade Close, Manchester, M11 2ZN
7 Brade Close, Manchester, M11 2ZN
51 Cheadle Street, Manchester, M11 1AQ
94 Louisa Street, Manchester, M11 1AN
38 Brade Close, Manchester, M11 2ZN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Article 4 Direction - North Manchester PD Restriction - Class B1(c) To C3

Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Historic Landfill Site 250m Buffer -

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Area Team Boundary - Name: NORTH AREA