

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134986/FO/2022

Date registered valid: 20 September 2022

Proposal: Reorganisation and expansion of existing Household Waste Recovery Centre (HWRC) including erection of double stacked modular staff welfare building, single storey modular sales building and single storey modular 'sentry' building

Address: Reliance Street Household Waste Recycling Centre, Reliance Street, Manchester, M40 3EZ

Ward(s): Miles Platting & Newton Heath Ward

Applicant: Ms Helen Kelly, Suez Recycling and Recovery UK Ltd, West Sleekburn IWMF, West Sleekburn Industrial Estate, Bedlington, Northumberland, NE22 7LQ

Agent (if any):

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

Recommendation: Approve

Date of recommendation: 26th January 2023

Application details

Type of application: Full Application Consent

Development type: Minor Other

Standard consultations:

Printed: 13 October 2022 Expired: 3 November 2022

Neighbour notifications

Printed: 13 October 2022 Expired: 3 November 2022

Site notice

Posted: 13 October 2022 Expired: 3 November 2022

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is operated as a Household Waste Recovery Centre (HWRC). The site is positioned at the end of Reliance Street, and covers an area of 0.6 hectares. The wider site is 3.5 hectares and includes HWRC, Mechanical Biological Treatment (MBT) and waste transfer functions. The HWRC site is separate from the wider site positioned to the extreme north-west and benefits from its own entrance and exit onto Reliance Street.

The site is currently bounded by a mix of 2m green weld mesh and 2m galvanised palisade fencing boundary treatment to the Reliance Street frontage, with 2m green painted palisade fencing to the northern boundary of the existing operational Household Waste Recovery Centre (HWRC). The existing site has a separate in and out arrangement for vehicles from Reliance Street, with a loop road within the site.

There are numerous established self seeded trees in the area to the north of the existing operational area of the site, which form the southern edge of Moston Brook Valley. The applicant has advised that the area of land is in the ownership of the Greater Manchester Combined Authority and as such appropriate notices have been served.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Planning History

121841/FO/2018 - Replacement of existing waste reception building with purpose built Mechanical Treatment and Reception building and associated welfare facilities. Approved 13 March 2019 subject to conditions.

084335/FO/2007/N1– Construction of a new Mechanical Biological Treatment (MBT) facility involving erection of two anaerobic digester (AD) tanks, maturation building, buffer storage

tanks, emission stacks, effluent treatment plant, gas holder, back up fare, new vehicle enclosure to Dano plant, and extension/refurbishment of existing household waste recycling centre. Approved 09/10/2008 subject to conditions.

056094/FO/NORTH2/99 - Erection of a new reclamation plant after demolition of existing buildings. North Manchester MRF Reclamation Plant, Reliance Street, Newton Heath. Approved 20.05.1999 subject to conditions

F11072 /LA - Details of a plant to treat refuse by the wet pulverisation method and discharge the treated product into rail and road vehicles for ultimate disposal elsewhere; together with associated services
Refuse Treatment Plan, Reliance Street, Newton Heath
Approved subject to conditions 28.11.1979

F08526/LA - Erection of a plant to treat refuse by wet pulverisation method and discharge, treated product by rail and road for disposal elsewhere.
Approved 26.07.1978

069108 – Construction of storage compounds and retaining walls for the 'reorganisation' (as quoted) of waste materials. Approved 20.10.2003.

056094– Permission granted for the erection of a new reclamation plant after the demolition of existing buildings. Approved 20/05/1999.

037581 - Refurbishment and continuation of use of the existing civic amenity disposal, recycling and transfer loading facilities and erection of 8m high compound with associated fencing.
Approved 31/12/1990.

F34599) – Permission granted for the construction of a detached ancillary office approved 15/08/1989.

Description of area

The Household Waste Recovery Centre is primarily surrounded by industrial/commercial development to the south west of Reliance Street, with woodland and Moston Brook located to the north. To the west of Reliance Street, there is a nursing home/day centre and residential properties beyond that. To the south and east, the Household Waste Recovery Centre is bounded by the wider Mechanical Biological Treatment and waste transfer site. Around 100 metres beyond Moston Brook to the north lies Broadhurst Primary School, playing fields, and residential properties which overlook Moston Brook towards the site.

Description of development

Consent is sought for the reorganisation and expansion of existing Household Waste Recovery Centre (HWRC) including erection of a double stacked modular staff welfare building located to the eastern end of the site, single storey modular re-sale building located close the boundary and at right angles with Reliance Street, and single storey modular 'sentry' building in association with the barrier control set in from the access to the site by 60m.

The proposals are primarily intended to improve the efficiency of movement within the site and as a consequence, reduce the likelihood of queuing on Reliance Street. A system of segregated waste streams is also being provided rather than the current system of collective bulking where waste has to be separated off site.

The site is being increased in size and improved internal segregation is being provided

between public and operational areas with the provision of a separate operational vehicle entrance off Reliance Street. In addition, an internal double lane arrangement is provided around the public one-way system and improved signposting is being provided.

The proposed development would include the installation of 6no wall mounted bulkhead LED Luminaires to the proposed re-sales building, 2 no. 6m highlighting columns with lanterns and 8no. 10m highlighting columns with floodlighting luminaires to the operational areas.

The site would cover an area of 0.6ha.

There are 21 parking spaces on the site , with a total of 40 proposed (including retained spaces). A secure Sheffield cycle hoop would be located close to the proposed re-sale building. Existing staff numbers to remain the same (10 in number) .

The proposed HWRC would be open on Monday to Sundays between 08:00hrs to 20:00 each day.

The household civic amenity site would have a maximum annual operational through-put of each waste stream of 1500 tonnes.

Consultations & Notification Responses

Site notice posted on site on 13th October 2022.

Local residents and local businesses – an email has been received from a local resident expressing significant concern regarding issues that they state many of the residents on their street have reported to the centre over the years, relating to smells and flies they get because of the centre.

Their main concern is that the centre is going to be increased in size. They advise that they have lived in the vicinity of the centre for a long period are unable to enjoy their garden spaces, and are unable to open windows in the summer season. If they were not attached to their home, they advise they would leave the street because it is a very unnatural way of living at times. They have concerns that, if the centre is going to become bigger, will the current issues be considered.

Environmental Health - Based on the information submitted by Adrian James Acoustics Limited, dated 7 Sept 2022, they accept the noise levels would not be increased from the current levels. However, should any of the information supplied change, and processes increase more than stated, a review would be needed.

It is advised that on the basis of the desk study by Canham Consulting, a gas assessment is required, regarding the double storey welfare building, with a watching brief for the rest of the site.

A condition is requested to restrict the hours of operation to 0800 – 2000 everyday.

In relation to lighting, the assessment provided by SHD dated Sept 22 is acceptable, and EH await a verification report.

In regard to the Planning Statement By Canham Consulting, the dust mitigation methods are accepted, but require more information regarding EV charge points is required , they therefore recommend a condition be attached to any approval, and that construction hours are limited to

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

Updated comments 05.12.2022

- Verification reports to ensure the noise report was correct and the work was carried out as per the report.
- A watching brief for ground conditions is accepted;
- Verification reports to ensure the lighting report was correct and the work was carried out as per the report;
- EV charge points are acceptable;
- They would be concerned that construction movements will be louder hence the controlled construction times recommended.

Environment Agency - have no objection in principle to the proposed development provided that conditions, detailed below, are included as part of any subsequent planning approval granted.

They consider their position and associated conditional requirement to be in accordance with guidance outlined within the National Planning Policy Framework (NPPF), notably, paragraph 174 which requires that new and existing development is prevent from contributing to, being put a risk from or adversely affected by unacceptable levels of contamination.

EA Groundwater & Contaminated Land (GWCL) Commentary

A review of the following submission(s) was undertaken:

- Phase 1 Contaminated Land Assessment – Reliance Street, Manchester, HWRC Development. Prepared by Canham Consulting. Report Dated: 26th July 2022.

Due to the former and existing land uses(s) of the proposed development site, a situation exists whereby soil and/or ground contamination may be exist/be present.

In light of the above, mindful to the intention of proposed development (continuation as waste recovery centre), they recommend a watching brief condition for contaminated land is attached to any approval.

They also provide detailed advice for the applicant /agent in regard to Land Contamination, and Surface and Groundwater Discharge. The Environment Agency comments have been provided to the applicant.

The Coal Authority - The application site does not fall within the defined Development High Risk Area and is located instead within the defined Development Low Risk Area. This means that there is no requirement under the risk-based approach that has been agreed with the LPA for a Coal Mining Risk Assessment to be submitted or for The Coal Authority to be consulted.

Flood Risk Management – 07.10.2022 -recommend conditions relating to surface water drainage and the submission of the details of the implementation, maintenance and management of the sustainable drainage scheme are attached to any approval.

Updated comments – 31.10.2022 (original comments in black, agent response in red, updated comments in blue)

- Construction details of flow control and SuDS elements. – **See Appendix F of the Drainage Strategy.** Reason: missing details of proposed rain gardens and pollution control components.
- Hydraulic calculation of the proposed drainage system – **See Appendix F of the Drainage Strategy** Reason: manhole schedule naming does not correspond with the proposed drainage layout. Simulations/calcs must be cross-referenceable to provided layout.
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building; - **Covered within the design. There will be no flooding on site for any storm up to and including 1 in 100 + 40% climate change.** Reason: 1:1 and 1:30 simulation results are required but do not appear to be

provided, also see point regarding manhole schedules which may require resubmission of the 100+CC as well. Simulations/calcs must match provided layout.

- Evidence of Environment Agency consultation on the proposals as the proposed receptor is the main river. – **No new connection will be formed to Moston Brook; we are reliant on existing outfalls. The design will ensure that the discharge from site will be reduced to provide 50% betterment against the existing brownfield rate.** Reason: the whole site drainage is being redesigned with additional catchment area, and while they appreciate there is an existing connection being utilised by the site, due to the redesign of the drainage system and the site's usage, the Environment Agency as RMA for the main river receptor should be offered opportunity to comment on this scheme.

Further Updated comments 21.11.2022 - recommend conditions relating to surface water drainage and the submission of the details of the implementation, maintenance and management of the sustainable drainage scheme are attached to any approval.

They advise that they are able to remove several of their earlier comments, but there are 2 points on the recommended pre-occupation condition which remain.

These are:

the finalisation of the layout, the evidence of EA consultation, which has been stated as obtained, but a copy not yet been provided.

In order to avoid the surface water drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity. This shall include:
 - Confirmed invert level of connection point to the existing system.
 - Details of how the existing private system connects to the main river.
 - Confirmation of ownership of the existing private system and any permissions required to connect to the private network.
 - Where a pumped solution is proposed, evidence is required that a gravity solution is not feasible and that the pumped connection will not compromise the proposed pollution control and surface water management system.
 - Annotate the storage volumes on the proposed layout, including checking that cellular storage at S13 is the volume in m3 (the area m2 from calcs seems to be annotated).
- Evidence of Environment Agency consultation on the proposals as the proposed receptor is the main river.

Design for Security - The installation of the modular buildings should not affect the existing security measures of the site. The modular buildings should be of a fire-proof construction and include security-rated doors and shutters tested to LPS 1175, Security Rating 2. It should be covered by a monitored alarm system and the site CCTV. In other respects the proposal appears acceptable in relation to security.

Highways Services - The proposals are primarily intended to improve the efficiency of movement within the site and as a consequence, reduce the likelihood of queuing on Reliance Street. A system of segregated waste streams is also being provided rather than the current system of collective bulking where waste has to be separated off site.

The site is being increased in size and improved internal segregation is being provided between public and operational areas with the provision of a separate operational vehicle entrance off Reliance Street. In addition, an internal double lane arrangement is provided around the public one-way system and improved signposting is being provided. In principle, these measures are supported by Highways.

With regard to trips generated, it is anticipated that the proposals will create a more

streamlined operation and should reduce the likelihood of queues forming on Reliance Street.

In relation to the revised vehicle access arrangements their records indicate that whilst the carriageway and the western footway to Reliance Street is adopted highway, the area to the east (currently concrete apron) is privately maintained by GMCA. In principle a vehicle access here is supported, but as part of the detailed design process they require that any pedestrian movements along the east side of Reliance Street and connecting to the public right of way on Winifred Road are considered. Since these are likely to be light, they anticipate that this could be achieved through road markings/signing identifying the potential for pedestrians to be walking along this side of the road and across the new/existing access points.

With regard to vehicle movements through the site, vehicle swept path information has been provided which verifies that the necessary vehicle movements can be undertaken. 24 parking spaces are being provided for waste drop-off and 10 for the proposed re-use shop (of which two are disabled spaces). In addition, six staff parking places are being provided and they require that two of these spaces are provisioned with electric vehicle (EV) charging (minimum 7kW). They consider the overall amount of on-site parking to be acceptable. They seek verification that minimum bay sizes are being provided. In relation to longitudinal bays, these should be a minimum of 2 x 6m and for car parking bays these should be at least 2.4 x 4.8m whilst for disabled bays these should be 3.6 x 6m.

Sufficient staff cycle parking is already provided within the wider site.

With regard to lighting provision, they do not consider that this will have an adverse impact on the adjacent highway.

Should the planning application be approved it is required that a 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).

FURTHER HIGHWAYS RESPONSE 19/12/2022: -

Having further considered footway access, they now understand that the concrete apron to the east side of Reliance Street will not be available for the provision of footway markings/signing.

In this situation therefore, they consider that the existing western footway to Reliance Street provides the most convenient route for pedestrians.

Arboricultural officers – Have confirmed that the trees in question are of low amenity value and would not be worthy of TPO status. They would expect to see some form of planting to

adequately mitigate the loss of trees due to development. Once the application has provided with a mitigation planting plan, they would be happy to review this .

GMEU – Advise that they would not regard the proposed tree losses as so egregious that they would merit a refusal of the application, given that –

- The Ash trees need to be removed in any case because of Ash die-back disease
- Substantive compensation has been proposed within a nearby area of the site within the applicant's ownership
- The future positive management of other areas of semi-natural vegetation within the applicant's ownership will result in an overall net gain for local biodiversity

They would advise that –

- No tree felling or vegetation removal should be undertaken during the optimum period for bird nesting (March to August inclusive)
- The positive management of other areas of the site for biodiversity, referred to as 'Area 1' and 'Area 2' in the Technical Briefing Note: Biodiversity Net Gain Assessment, and as described in the same document provided with the application, should be required to be implemented as a Condition set on any permission granted to the application.

Policy

National Waste and Planning Policy

National Waste Management Plan for England (2013)

The requirements are detailed at a national level however need to be considered locally with respect to Reliance Street HWRC.

The Waste Framework Directive seeks to establish an integrated and adequate network of waste disposal installations that "must enable waste to be disposed of, or be recovered, in one of the nearest appropriate installations, by means of the most appropriate methods and technologies, in order to ensure a high level of protection for the environment and public health" and Reliance Street HWRC as part of the wider site clearly delivers this.

Planning policy for waste delivers sustainable waste management through enabling appropriate provision of waste management facilities of the right type, in the right place and at the right time. Reliance Street HWRC clearly delivers this as existing but the redevelopment will help to ensure the continuity of this delivery but in a more efficient and sustainable form compared to existing. It is considered that the redeveloped Reliance Street HWRC site would deliver on the requirements as outlined above. It is envisaged that the proposed development will be able to deliver the same throughput as existing, but in a manner which impacts less on the surrounding area enabling a more efficient operation.

National Planning Policy for Waste (2014)

The National Planning Policy for Waste outlines the need to appropriately handle waste whilst fully considering the following key aspects:

- delivery of sustainable development and resource efficiency, including provision of modern infrastructure, local employment opportunities and wider climate change benefits, by driving waste management up the waste hierarchy..
- ensuring that waste management is considered alongside other spatial planning concerns, such as housing and transport, recognising the positive contribution that waste management can make to the development of sustainable communities
- providing a framework in which communities and businesses are engaged with and take more

responsibility for their own waste, including by enabling waste to be disposed of or, in the case of mixed municipal waste from households, recovered, in line with the proximity principle

- helping to secure the re-use, recovery or disposal of waste without endangering human health and without harming the environment..
- ensuring the design and layout of new residential and commercial development and other infrastructure (such as safe and reliable transport links) complements sustainable waste management, including the provision of appropriate storage and segregation facilities to facilitate high quality collections of waste'.

It is considered that the reconfiguration of Reliance Street will accord with the aspirations set out above, through delivery of a more efficient design and greater segregation of waste at source, and being better able to handle the anticipated waste flows and through recovery of more waste streams, and reduce the quantity of waste disposed to landfill. The streamlining of traffic through the site and the ability of vehicles to stand clear of Relance Street whilst waiting to access the site, will reduce any potential for significant traffic impacts to the local highway network.

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.

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.

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 124).

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).

It is acknowledged that the proposed buildings are modular in nature, but are typical of the structures currently present on the site. In view of the location of the site, it is not considered that the design of the proposed buildings would have an adverse impact in visual terms on the local area.

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

The Development Plan

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 the provision of improved facilities for the staff and public using the existing Household Waste Recovery Centre, and the potential for greater levels of recycling in the locality. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy EC2 'Existing Employment Space' seeks to retain and enhance the existing employment spaces and enhance existing employment space. The proposed development would involve the retention of the existing 10 staff at the facility.

Policy EC 5 'East Manchester' East Manchester is expected to provide approximately 80-85ha of employment land. The majority of this provision will be within the Regional Centre, specifically: Central Park (policy EC6), B1, B2 ; Eastlands (policy EC7), a major leisure visitor destination with ancillary retail and offices; and the City Centre fringe.

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.

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, and policy EN14 which 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. This site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions. Given the nature of the proposed development, a watching brief in relation to ground conditions and ground gases is recommended.

Policy EN19 advises that the Council will

- Work with other Districts through the Greater Manchester Joint Waste Development Plan Document (GMJWDPD) to safeguard existing sites for waste management and identify and safeguard new sites in existing areas of employment where appropriate. Require all developers, including those of new waste management facilities within the district to demonstrate the proposal's consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling/composting, energy recovery, final disposal);
- Require all developers of new waste management facilities within the District to plan for and, where appropriate, use sustainable modes for waste transport, including use of modes such as rail and the Manchester Ship Canal;
- Require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.
- Have full regard to the economic and environmental benefits that well designed and run, waste management facilities can bring to the District, subject to any conditions required to protect the amenity of existing adjacent users.
- Promote the development of innovation and technological advancement within the sustainable waste management industry, aiming to achieve a close-loop waste management system.
- Require waste management practises to have full regard to the environmental, social and economic impacts of such development and encourage long term benefits in improving the environment, the regeneration of areas in need of investment and collocation with other employment uses where appropriate;
- Encourage communities to take responsibility for the waste they create through the provision of accessible facilities.

The proposed development would accord with the above policy EN19, in that the reconfiguration of the existing Household Waste Recovery facility would improve the efficiency of movement within the site and as a consequence, reduce the likelihood of queuing on Reliance Street. A system of segregated waste streams is also being provided rather than the current system of collective bulking where waste has to be separated off site.

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 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.

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 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.

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.

Greater Manchester Joint Waste Development Plan Document (DPD) (2012)

The Association of Greater Manchester Authorities (AGMA) agreed to produce a Joint Waste Development Plan Document (the 'Waste Plan') in 2006. AGMA consists of all ten Greater Manchester local authorities. The Waste Plan forms part of each Authority's statutory development plan and runs from 2012 to 2027.

The purpose of the Waste Plan is to set out a waste planning strategy to 2027 which enables the adequate provision of waste management facilities in appropriate locations for municipal, commercial and industrial, construction and demolition and hazardous wastes.

Issues

Principle

The site already has approval for, and functions as a Household Recovery Waste Recovery Centre. The single storey building which is proposed to be used as a re-sale shop. Whilst being a retail use it is considered that the nature of the proposed use, and the size and scale) to be ancillary to the use of the site as an HWRC. It is however proposed that a condition be attached to any approval to require that the re-sales floorspace is restrict the facility to be used in association with the Household Waste Recovery Centre use , where it would be located. On the basis of the conditioned approach, the principle of the development is considered to be acceptable.

Layout / Access

Permission is sought to increase the current operational area of the existing HRWC, by utilising an area of self seeded trees within the north of the site abutting Moston Brook valley, and wider areas of the site to the east to enable the expansion of the existing facility. This area of land has been stated as being in the control of Greater Manchester Combined Authority. The site is being increased in size and improved internal segregation is being provided between public and operational areas with the provision of a separate operational vehicle entrance off Reliance Street, and an internal double lane arrangement is provided around the public one-way system and improved signposting.

Access and egress to the site would be from Reliance Street, in a similar location to the existing access/egress arrangement.

The scheme would incorporate erection of double stacked modular staff welfare building located to the eastern end of the site, single storey modular re-sale building located close the boundary and at right angles with Reliance Street and single storey modular 'sentry' building in association with the barrier control set in from the access to the site by 60m.

The proposals are primarily intended to improve the efficiency of movement within the site and as a consequence, reduce the likelihood of queuing on Reliance Street. A system of segregated waste streams is also being provided rather than the current system of collective bulking where waste has to be separated off site.

The reconfiguration of the site, as proposed, is considered to be acceptable.

Waste Recovery

Currently, all waste is dropped over a wall on site where it is collectively bulked before being loaded on to an articulated vehicle before being taken away from site and processed. The reconfiguration of the site will enable the waste will be segregated into the individual waste streams at source, and improve material recovery. This is considered to be an improvement over the existing facilities provided at the site, and would have the potential to lead to increased levels of recycling of waste materials and products, with associated carbon reduction improvements.

Re-sale shop

The proposed single storey building with associated parking in the vicinity of Reliance Street is proposed to be used as a re-sale shop with the sale of refurbished or second-hand items. This would have the benefit of reducing the levels of waste going to landfill and thereby support the intent of the waste hierarchy. As advised earlier, it is proposed that a condition be attached to any approval to require that the re-sales floorspace is restricted to the facility to be used in association with the Household Waste Recovery Centre (HWRC) use, to ensure it would function as an ancillary facility at the HWRC.

Drainage

The site falls within Flood Zone 1 and not at significant risk of future flooding from any source as identified in the Flood Risk Assessment report accompanying the application.

The submitted FRA states that the existing situation for the entire Suez facility is that surface water is directed towards Moston Brook via various outlets at a reduced rate, and that there are various forms of attenuation throughout the wider site, with a surface water isolation valve to ensure that in the case of any potential contaminants being spilt the surface water would not be disposed of into Moston Brook.

Furthermore, that the lack of ability to develop widespread infiltration and the depth of made ground on site limits the range of SuDS methods available in connection with the proposed development. Additionally, the existing site area is largely impermeable and used for operational

or functional means which suggests that the delivery of many of the methods would not be feasible. The report states that it is proposed restrict the flows on site to provide betterment in comparison to the brownfield runoff rate to deliver a positive impact over the existing drainage network, due to the site already being in use and covered with concrete hardstanding.

Suggested options to deliver a SuDS compliant scheme at the site include the use of oil interceptors, the incorporation of measures such as a rain garden, permeable paving, and attenuation storage tanks. With consideration given to the use of catchpits, silt traps and a penstock to limit the potential for pollution to Moston Brook.

As matters in relation to a finalised drainage layout showing all components, outfalls, levels and connectivity (including cellular storage, and how the existing private system connects to the river) has not been provide for consideration at this time, conditions relation to surface water drainage and the submission of the details of the implementation, maintenance and management of the sustainable drainage scheme are proposed to be attached to any approval.

Visual Amenity

The existing site comprises single storey storage structures, with shipping style containers for waste storage , and a single storey modular building to the east of the site . The site, however, is set in the context of the wider site which includes anaerobic digester towers, and other large structures .

Although the proposed buildings are modular in nature, with the exception of the staff welfare facility, they would be single storey and light grey in colouration . The proposed two storey welfare facility has been set well within the site and would be read in the context of the existing anaerobic digester towers.

It is considered that the proposed buildings would be in character with the facilities at the site, and would be screened from the north by significant levels of trees and vegetation to the south of Moston Brook, and would not give rise to any significant levels of visual disamenity.

Noise

The application is accompanied by a qualitative noise impact assessment. At present the site is split into two main areas – the northern part of the site where there are waste containers for different types of waste, and a loose waste area to the south where waste material is deposited to be loaded onto a waste wagon by an excavator.

Other than the extension of the site boundary into an area of trees to the north in the Moston Brook valley of the existing HWRC, the most significant change which is proposed involves the replacement of the loose waste area with another area of waste containers for different types of waste.

The function of the site and the types of waste materials that can be accommodated would not fundamentally change, only the layout and removal of the loose waste area.

The current and proposed opening/working hours for the HWRC would be the same:

- 08:00 – 20:00 hrs, seven days a week.

Currently, waste container collection vehicles and waste wagons (collecting waste from the loose waste area) could attend at any time during these hours. This would remain the case following the proposed redevelopment.

The proposed development would not bring any waste deposit and/or collecting activity any closer to the nearest residential properties than currently takes place. The main household waste deposit and collection areas would remain in the same general locations as they are currently.

The report confirms that following machinery would continue be used on site:

- RoRos (8 wheeler) trucks to remove waste containers.
- 360° excavator to assist with tamping down/compression.

- Recycling wagons (3.5/7.5/10 tonnes) e.g. to remove large electrical items.

and that generally, this would represent no change to the existing situation. There would be likely to be more waste container removal trucks and fewer recycling wagons (due to the changes to/removal of the loose waste recycling area), but the type and frequency of activity involving large and/or mobile plant is not expected to change significantly.

Furthermore, the removal of the function in the loose waste area would be likely to result in a reduction in overall operational noise emissions from the site. Currently, people drop waste over a wall on to a slab (the loose waste area). A 360° excavator then picks up the waste and drops it into an empty wagon for the waste to be taken away to another site. The proposed function of this area would mean waste being dropped into containers which would be collected by 8-wheel truck, meaning that there would no longer be a need for an excavator going back and forth moving waste. It is understood that the single noisiest aspect of the operation is glass deposits and this is very unlikely to change as a result of the proposed development.

Observations received in regard to acoustically insulating the proposed modular buildings has been noted, however, it not considered proportionate to require the acoustic insulation of the proposed modular buildings with the requirement for a verification report, on the basis that the noise levels would not be increased from the current levels on the site, and the noise emanating from the use of the proposed buildings would be unlikely to be above the levels of noise emanating from the external activities taking place on the site in its use as an HWRC.

Odours

The proposed change in operation to deliver segregation of waste streams at source rather than bulk storage of the material in a single commingled pile, would mean that waste material is not allowed to stagnate and therefore in doing so, this process should improve the present potential for harm to be caused through odour experienced locally. Given the nature of the open air facility, the supporting documentation suggests that it is not expect any significant odour issues to result from the proposed operation. Furthermore, the segregation of the waste streams may also reduce the potential for flies which the local residents has referred as being of concern.

Hours of operation

The proposed hours of operation are 8am to 8pm seven days a week, which reflects the current operating times of the existing HWRC. This is considered to be acceptable, and a condition is proposed to be attached to any approval which reflects the hours being sought.

Trees

The submitted tree report covers the area of the site and identifies existing trees and hedges including where the operational area would be expanded onto , and also land outside and to the north of the HWRC site within the Moston Brook valley area to the north. 31 individual trees, one hedge-group and one tree group were identified, and comprise one Apple (*Malus* sp.), 20 Aspen (*Populus tremula*), one Common Ash (*Fraxinus excelsior*), one Common Hawthorn (*Crataegus monogyna*), one Field Maple (*Acer campestre*), 17 Goat Willow (*Salix caprea*), one Pedunculate Oak (*Quercus robur*) and one Silver Birch (*Betula pendula*). The hedge-group is also Field Maple (*A. campestre*).

Of the 31 trees, one hedge and one group surveyed, 10 trees, the one hedge-group and the one tree group were category B trees and hedge, with 19 trees were placed under category C, and the remaining four trees being placed under category U.

The report states that the trees' overall structural condition is poor, with many self-set, poor form trees that have not received any management since planting and therefore have limited remaining contributions.

The tree survey plan shows two category 'U' trees, 16 category 'C' trees and 1 category B tree and 1 category B tree group within the area to be redeveloped. In addition, a field maple hedge planted as part of previous works at the wider site to the Reliance Street frontage would need to be removed.

There are also 6 category B trees to the north of the boundary of the site which will need to be protected from the proposed construction works.

For the purposes of clarity the applicant has confirmed that trees requiring removal referenced in the tree survey are T6230, T6402, T6432, T6433, T6434, T6435, T6436, T6437, T6438, T6439, T6440, T6241, T6442, T6247, T6248, T6249, T6441, T6451, T6452 (18 trees and 1 group).

Furthermore, that trees that may require removal, but that those that can be retained referenced in the tree survey are T6403, T6404, T6405, T6406, T6443, T6444, T6445, T6446, T6447, T6448, T6449, T6453, T6457 (13 trees). The applicant has given their commitment in an email date 18.01.2023 to try to keep as many of the trees as possible along the boundary (tree numbers as per above). However, until the engineers are on site it is acknowledged that it is difficult to ensure that these would all definitely remain.

Whilst the loss of the trees would not be a preferred approach, the re-configuration of the site will include the provision of soft landscaping to the Reliance Street frontage which would be able to accommodate some replacement planting. The loss of the trees within the site to the north boundary has to also be balanced with the benefits that the improvement of the facilities of the existing recovery centre would bring by reducing the levels of waste going into landfill. On balance and subject to replacement tree planting as part of a landscaping scheme to be required as a condition to any approval, the proposed development is considered to be acceptable.

Biodiversity

The proposed development is accompanied by a Phase 1 habitat survey has established that habitats at the site largely appear to be of low ecological value, with habitats of elevated value that will be lost being offset through new off-site habitat creation. Similarly, opportunities for faunal species are also limited, although the site provides potential habitat for bats, common birds and mammals (including Hedgehog).

A Biodiversity Net Gains Assessment (BNG) was undertaken, and the outcome of the BNG was that due to the relatively high baseline value of the woodland which would be lost under the proposals, combined with the low value of the proposed habitats (which will be mostly hardstanding and buildings), it was not possible to achieve the required net gain within the site proposals alone. However, it concluded that as a result of undertaking the design across the expanded footprint, despite the use of area outside the current site boundary and the loss of habitat as a direct result, an overall enhancement could be delivered through the following provision:

- Wildflower Grassland Creation: two areas of wildflower grassland creation are proposed within the wider site area, replacing the bare ground and tall ruderal vegetation, totalling 0.04ha.
- Grassland Enhancement: species-poor grassland, namely AM2 and AM3, within wider site areas will be enhanced. from 'Grassland – Modified Grassland' to 'Grassland – Other Neutral Grassland' of 'moderate condition'.
- Woodland Enhancement: woodland on the wider site will be enhanced from 'Poor condition' to 'moderate condition'. This will be achieved through selective thinning and replanting of sections of the woodland to increase the number of age classes present, and re-using deadwood to create habitat piles, therefore increasing the quantity of deadwood within the woodland.

□ Scrub Enhancement: wider site areas are dominated by species-rich dense scrub in 'moderate condition', and this will be enhanced to 'Good condition' by creating a well developed edge with scattered scrub and tall grassland/herbs present between scrub and adjacent habitats.

Furthermore, (and not included in the BNG Assessment), soft landscaped areas are proposed within the site as part of the potential SuDS provision. The report suggests that these would be planted with a view to adding to the quality of the ecology provision for the site. As assessed in the BNG, this enhancement would exceed the required 10% net gain target value .

It is therefore recommended that condition is attached to any approval to require the finalised planting details , and management of the areas of the site identified for biodiversity (referred to as 'Area 1' and 'Area 2' in the Technical Briefing Note: Biodiversity Net Gain Assessment) be submitted for consideration , together with a timeframe for implementation.

Ecology

The existing trees adjacent to the north of the site are likely to provide roosting, foraging and commuting habitat for bats, particularly in association with the vegetated corridor along the offsite railway and Moston Brook. A linear section of this treed area would be lost to facilitate the development. However, given the scale of the tree loss, the impact to bats is predicted to be low with bats likely continuing to use the remaining woodland further to the north as foraging habitat, with an edge habitat remaining on the boundary of the site which could be used for foraging and commuting. Opportunities for bats within the main part of the site are very limited with no real habitat of interest. Furthermore, the buildings within the site are also considered to be negligible value to roosting bats due to the nature of their construction and current active use, and the site in general supports few habitats of value to foraging bats, being dominated by areas of hardstanding. Overall the impact to bats is therefore considered to not be significant.

No badgers were present on site.

The site also has the potential habitat for common birds and mammals (including Hedgehog), in the vegetated area to the periphery of the site . The potential for habitat within the existing operational areas of the HWRC area is expected to be low.

In view of the need to remove trees from the northern area of the site, a condition is recommended to ensure that these trees are removed outside of the bird nesting season.

Landscaping

The revised layout of the would enable vehicles to stand clear of Reliance Street when waiting to access the site, would enable the creation of a soft landscaped area between the proposed access and egress points to Reliance Street. Whilst the submitted BNG Assessment suggested that this area would comprise heathland and mixed scrub, it is considered that further consideration should be given to the final mix of planting and species , including the potential to incorporate some native trees to contribute to replacement tree planting for the trees to the north of the site which would be lost as part of the proposed development. It is recommended this aspect of the scheme is conditioned.

Invasive species

The documents accompanying the application suggest that although not present on the site both Japanese Knotweed and Himalayan Balsam, were recorded adjacent to the site. It is therefore proposed to attach an informative to recommend that appropriate safeguards be put in place to prevent the spread of these species during the proposed development works.

Traffic

A Transport Statement accompanies this application. The proposed development would include the incorporation of provision of separate access points for public and operational vehicles off Reliance Street and provision of double lane width around the one-way system. The access arrangements would have the potential to improve the throughput of vehicles from Reliance Street, to reduce impact on the local network. It would also enable the operational yard to be serviced without site closure as per the current arrangement; this would also take potential queuing traffic away from Reliance Street.

The report indicates that the majority of the proposed traffic movements are outside of the peak weekday travel times, that the proposed site has a similar number of trips within the peak periods, and the surrounding network is considered to have capacity to support the proposed development.

In addition to the findings on the Transport Statement, it is envisaged that the expansion of the site, provision of more lanes and segregation of waste streams will result in a fundamentally, safer and more efficient operation and would enable more vehicles can be handled on the site at any one time. This in conjunction with the separate operational vehicle access to the south of the public access and egress, would have the potential means to reduce conflict and less queues on Reliance Street thereby delivering a safe means of access for public and operational users and reducing the impact on the wider highway network.

Parking and Cycle storage

Plans have been submitted in order to demonstrate compliance with the dimensions of spaces required for both standard parking bays and bays for use by disabled people.

There are 21 parking spaces on the site, with a total of 40 proposed (including retained spaces).

In addition, a Sheffield type cycle stand is proposed in close proximity to the proposed re-sale facility to improve sustainable travel options for visitors to the site .

The applicant has advised that staff at the site are likely to store cycles at the existing covered cycle shelter adjacent to the MTR amenity building which is located within the wider site to the south of the HWRC.

The proposed cycle and parking arrangement at the site are considered to be acceptable on the basis of the proposed expansion of the HRWC.

Air Quality

It is acknowledged that there are likely to be impacts on air quality during both the construction and operational phases of the development. However, measures to be submitted as part of a construction management plan would enable dust mitigation to be managed during the construction phase of the development.

As advised earlier both the existing and re-configured HWRC are/would be an open-air facility where household waste materials are brought onto site and containerised prior to being removed from site and treated elsewhere. The open-air nature of the site and lack of time on site for recyclable materials means that there the potential for odour from waste materials would be reduced.

The wider site already benefits from 4no. electric charging points within the wider site to the south in the applicants control and 2 additional charging points are proposed as part of the development under consideration. It is proposed that this aspect of the scheme is conditioned.

Furthermore, the submitted documentation confirms that the Travel Plan for the wider MTR site would be expanded to incorporate the HWRC rather than have two stand alone travel plans for the two site elements to promote sustainable travel options.

In addition, the design of the proposed access and egress arrangement would have the potential to reduce the build up of traffic on Reliance Street and increase the efficiency of movement around the site from a public and operational perspective, with the associated reduction in vehicle emissions.

Land Contamination

This is a brown field site in the north western area of the wider recycling facility site. The site is currently in use as a Household Waste Recovery Centre and has been since the early 80's. A Phase 1 Contaminated Land Survey has been undertaken, which identifies that from most sources there is limited potential for contamination resulting from the historic site use, current use or from the surrounding area. The risk of contamination to groundwater is considered to be low. It is recommended that if evidence of contamination is found during construction that testing is undertaken and, if necessary, mitigation measures are undertaken. Given the content of the report and the updated comments received from Environmental Health officers, it is therefore proposed to attach a watching brief condition to any planning approval.

Security

The observations from Design for Security have been noted. As this site is already a fully operational Household Waste Recovery Centre with boundary treatment to the perimeter, the observations regarding the design of the modular buildings, and any associated impacts to the existing security are proposed to be attached as an informative.

Boundary treatment

Although the submitted visuals suggest the erection of a 2.4m green weld mesh fence to the back of highway on Reliance Street, finalised details of the location, height and style of fencing and gates to this frontage and along the northern boundary have not been submitted for consideration. It is therefore proposed that a condition be attached to any approval to require the submission of the finalised details of the location, height and style of all fencing and gates proposed to be erected prior to the installation of any boundary treatment.

Statement of Community Involvement

An area of approximately 3000 households within 1.5mile radius of the site was identified by the applicants for a mail drop of invitation letters to the drop in sessions in the Newton Heath library, with the aim of engaging with those nearest to the site who may be impacted by its operations with a leaflet sent out on 16th May 2022. A range of sessions over a two week period (6th-18th June 2022), including evening and weekends, were offered alongside virtual drop in sessions and an additional session at the library to attend their weekly coffee morning. 500 leaflets were also given out on site to site users on 23rd May 2022 in the run up to the drop in sessions with the aim of engaging with those who use the site and may live further afield.

Concerns received related to:

- the process for during the closure of the existing HWRC and the impact from construction on nearby residents;
- concerns about the site being potentially closed to the public for 12 months, and traffic needing to be redirected during the closure;
- impacts from construction works, and noise and light pollution during the closure period;
- concerns in relation to fly tipping due to the closure period;
- concerns about rodents being disturbed by the construction work;
- positive feedback in regard to the proposed re—use shop;

- a resident suggest that the proposed layout will not stop any queuing on the site as the layout has two lanes as you go in and then one ae on the busiest sides with the containers.

Conclusion

The proposed development would improved waste segregation at sourced, and improve traffic arrangements to reduce the potential of waiting traffic on Reliance Street. Whilst the proposed development would lead to the loss of trees, on the basis that some trees replanting can be accommodated within the site and areas within the wider site would be used to provide improvement levels of biodiversity, the scheme would on balance be acceptable in this location.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Officers worked in a positive and proactive manner with the applicant to deliver an acceptable scheme, in particular in relation to issues regarding loss of trees , improved biodiversity and cycle storage . The revised proposal is considered to be in accordance with City Council policy and appropriate conditions are 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:

216352-CCL-XX-00-DR-C-4002 rev. P03 Proposed site plan;

216352-CCL-XX-00-DR-C-4002 rev. P03 Site location plan (site edged red and blue) ;
216352-CCL-XX-00-DR-C-4005 rev. P01 Proposed site sections
216352-CCL-XX-00-DR-C-4006 rev. P01 Proposed Building Plans/Elevations

216352-CCL-XX-00-DR-C-4007 rev. P01 Existing site plan

Site context visual;

Site context ariel visual view to west ;

Site context aerial visual view to Reliance Street(1) ;

Site context visual view to Reliance Street(2) ;

Site context aerial view of site

Site context aerial visual view facing east;

Site connect visual of area between the entrance to the site and access to operational area;

Utilities Search report dated 16 June 2021 ref: 216352 (incorporating Coal report) ;

Environmental Lighting Impact Assessment Report ref: SHD244-SHD-HLG-RELI-RP-EO-
Lighting Assessment Report-R1;

Private Lighting design light spill Sheet 1 of 1 rev.R1

Planning Statement ref: 216352 dated 8th September 2022;

Statement of Community Involvement ;

Qualitative Noise Impact Assessment;

BS 5837 Trees in Relation to Design, Demolition and Construction – Recommendations Report;

Suez Reliance Street HWRC Survey Map November 2022 with existing tree locations;

Technical Briefing Note : Biodiversity Net Gain;

Ecological appraisal October 2021 ref: 1006323 EcoApp vf1/HK/MRD ;

Flood Risk and Drainage Strategy dated 8th September 2022;

Phase 1 Contaminated Land Assessment dated 26th July 2022;

Transport Statement dated 8th September 2022;

Received 20th September 2022.

Additional land take plan ref: 216352-CCL-XX-00-DR-C-4008 rev. P01 received 6th October 2022;

Plan ref: Site electric charging points 216352-CCL-XX-00-DR-C-4009 rev.P01 received 24th November 2022;

Content of email from applicant dated 18.01.2023 in regard to tree removal and cycle parking, and two plan extracts regarding parking bay dimensions received 18.01.2023

Sheffield stye hoop location plan: 216352-CCL-XX-00-DR-C-4010 P01received 26th January 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. No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

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

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

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development, pursuant to national policies within the NPPF and NPPG and pursuant to policies EN08 and EN14 of the Manchester Core Strategy (2012).

5.Prior to the commencement of 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 For large schemes 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, EN19 and DM1 of the Manchester Core Strategy (2012).

6. If, during development, contamination not previously identified is found to be present at the site then no further development shall be carried out until the developer has submitted a remediation strategy to the local planning authority detailing how this unsuspected contamination shall be dealt with and obtained written approval from the local planning authority. The remediation strategy shall be implemented as approved.

Reason -To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, and for the ongoing protection of the Water Environment from risks arising from land contamination, and 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 policy EN 18 of Manchester Core Strategy (2012) .

7.a) Prior to the implementation of the two electric vehicle charging points on plan ref: Site electric charging points 216352-CCL-XX-00-DR-C-4009 rev. P01 , finalised manufacturers specifications of the electric vehicle charging equipment to be installed shall be submitted to and approved in writing by the City Council as local planning authority.

b) Prior to the Household Waste development hereby approved being operational, any agreed air quality mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

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

8. The car parking indicated on plan ref: Proposed site plan 216352-CCL-XX-00-DR-C-4002 rev. P03 Proposed site plan, shall be surfaced, demarcated and made available for use prior to the development hereby approved being operational. The car parking shall then be available at all times whilst the development is occupied.

Reason - To ensure that there is adequate parking for the proposed development in order to comply with policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

9. The sheffield style' cycle hoop as shown on plan ref : 216352-CCL-XX-00-DR-C-4010 P01received 26th January 2023 shall be implemented prior to the extended reconfigured Household Waste Recovery Centre hereby approved being brought into use.

The approved space and facility shall then be retained and permanently reserved for bicycle parking.

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 and DM1 of the Manchester Core Strategy (2012).

10. The development hereby approved shall be constructed and operated in accordance with the information in Qualitative Noise Impact Assessment AJA noise report received 20th September in relation to the equipment to be used on the site . The development shall be operated in accordance with this scheme for as long as the development is in operation.

Reason - In order to protect the amenity of local residents in accordance with policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved UDP policy DC26.

11. The Household Waste recovery Centre shall not be open outside the following hours:-
0800 hrs– 2000 hrs Mondays to Sundays

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, when the development is operational, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

12. The external lighting shall be implemented in accordance with the with details on plan ref: Private Lighting design light spill Sheet 1 of 1 rev.R1 and Lighting Assessment Report-R1 (notwithstanding any reference to 8m columns) and shall remain in situ whilst the use or development is in operation.

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

13. If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

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

14. The hours of construction of the development hereby approved shall be restricted to 7.30am to 6:00pm on Monday to Friday, 8.30am to 2.00pm on Saturday, with no work at any other time including Sundays and Public Holidays.

Reason - In interests of residential amenity in order to reduce disturbance during construction , pursuant to policy DM1 of the Manchester Core Strategy (2012).

15. Notwithstanding the planting annotated on plan ref: 6323 BIA 2 in the BNG Assessment , finalised specifications of the planting to the site areas identified on 6323 BIA 2 (including tree planting), together with ongoing management and maintenance arrangements shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of commencement of development. The approved scheme shall be implemented not later than 12 months from the date the Household Waste Recovery Centre is operational. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

16. Finalised specifications of the planting to the site areas identified on 6323 BIA4 - Proposed Habitats off site areas in the BNG Assessment received 20th September 2022 , together with ongoing management and maintenance arrangements associated in delivering biodiversity enhancement at the site shall be submitted to and approved in writing by the City Council as

local planning authority within 3 months of commencement of development. The approved scheme shall be implemented not later than 12 months from the date the Household Waste Recovery Centre is operational.

If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

17.(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 in BS 5837 Trees in Relation to Design, Demolition and Construction - Recommendation report dated November 2022 , as amended by content of email from applicant dated 18.01.2023 in regard to tree removal, 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).

18. No removal of or works to any hedgerows, trees or shrubs should take place between 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).

19. The finalised details of the location , height and style of all fencing and gates proposed to be erected shall be submitted to and approved in writing , prior to the installation of any boundary treatment. The boundary treatment shall be completed before the development is first occupied.

The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development along Lawton Street 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 saved policy E3.3 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

20. The 'Re-Use' shop hereby approved shall only be used for retail purposes, in conjunction with the Household Waste Recovery Centre, and for no other purposes including other uses in Class E in the Town and Country Planning (Use Classes) (Amendment) (England) Regulations 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, and in the interest of residential amenity, pursuant policy DM1 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. The installation of the modular buildings should not affect the existing security measures of the site. The modular buildings should be of a fire-proof construction and include security-rated doors and shutters tested to LPS 1175, Security Rating 2. It should be covered by a monitored alarm system and the site CCTV.

3. The documents accompanying the application suggest that although not present on the site both Japanese Knotweed and Himalayan Balsam, were recorded adjacent to the site. As such, it is recommended that appropriate safeguards be put in place to prevent the spread of these invasive species during the proposed development works. Such measures would likely involve herbicide application and/or excavation and removal of any material within the site itself (which should then be disposed of appropriately to prevent colonisation of off-site areas). It is recommended that an appropriate specialist contractor is engaged to deal with the treatment, control and/or removal of the areas affected. During construction appropriate safeguards, including the use of protective fencing should be put in place, with a buffer zone of at least 7m allowed around the plant.

4. If during the undertaking of development, land contamination is identified which could pose risks to controlled waters, then in association with addressing this risk the Environment Agency recommend that you:

- 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 for more information
- Refer to 'The Environment Agency's approach to groundwater protection'

5. Advice to Applicant / Agent – Surface and Groundwater Discharge

From the submissions made, we note that it is the intention of the applicant/agent to drain surface water arising from the proposed development into pre-existing wider site drainage which outfalls to Moston Brook (main river). It is presumed that this discharge will be uncontaminated (as detailed within groundwater protection position statement G12) and therefore will not require an environmental permit for this operation.

In accordance with the Environmental Permitting (England and Wales) Regulations 2016, an environmental permit may be required if there is an intention to discharge liquid effluent / waste water into:

- Surface waters, for example, rivers, streams, estuaries, lakes, canals or coastal waters – known as 'water discharge activities'
- Ground, such as spreading waste sheep dip, or discharging treated sewage effluent to ground through an infiltration system – known as 'groundwater activities'

Waste water includes:

- poisonous, noxious or polluting matter
- polluting substances
- waste matter
- trade or sewage effluent

An environmental permit is not required if:

- to discharge uncontaminated water, such as clean rainwater from roofs (as explained in groundwater protection position statement G12) or from small areas of hardstanding to surface water
- to discharge uncontaminated water collected from public roads and small parking areas (that's been through a properly maintained oil separator) to surface water
- for certain low risk groundwater activities, known as groundwater activity exclusions
- for a closed-loop heat exchanger

Using soakaways or other infiltration methods on contaminated land carries groundwater pollution risks and may not work in areas with a high water table. Where the intention is to dispose to soakaway, these should be shown to work through an appropriate assessment carried out under Building Research Establishment (BRE) Digest 365.

You must use appropriate pollution prevention measures to make sure your discharge does not cause pollution.

For further advice and guidance on this topic, please refer to the following gov.uk page: Discharges to surface water and groundwater: environmental permits - GOV.UK (www.gov.uk)

Appendix 1 – List of consultees & neighbours notified

Greater Manchester Waste Disposal Authority
Environmental Health
MCC Flood Risk Management
Highway Services
Environment & Operations (Refuse & Sustainability)
Greater Manchester Ecology Unit

The Coal Authority
Environment Agency
Greater Manchester Police
Greater Manchester Waste Disposal Authority
United Utilities Water PLC
The Coal Authority
Neighbourhood Team Leader (Arboriculture)
Highway Services
Environmental Health
MCC Flood Risk Management
Environment & Operations (Refuse & Sustainability)
Greater Manchester Police
Environment Agency
United Utilities Water PLC
Greater Manchester Ecology Unit

4 Boar Green Close, Manchester, M40 3AW
Unit 9, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
9 Irvin Street, Manchester, M40 1EN
4 Lilmore Avenue, Manchester, M40 1EY
3 Lilmore Avenue, Manchester, M40 1EY
1 Lilmore Avenue, Manchester, M40 1EY
Unit 6, 3A Eagar Street, Manchester, M40 1EP
43 Ivy Graham Close, Manchester, M40 3AS
Unit 4, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
Unit 7, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
Unit 8A, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
28 Dean Lane, Manchester, M40 3AU
1067 Oldham Road, Manchester, M40 2EN
Flat 2, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 16, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 21, 59 Ivy Graham Close, Manchester, M40 3AY
71 Ivy Graham Close, Manchester, M40 3AS
Unit 10, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
Flat 2, 4 Dean Avenue, Manchester, M40 3AD
4 Gullane Close, Manchester, M40 3WD
312 The Fairway, Manchester, M40 3NE
34 High Peak Street, Manchester, M40 3AJ
8 Calverton Drive, Manchester, M40 3AQ
6 Boar Green Close, Manchester, M40 3AW
241 The Fairway, Manchester, M40 3WA
221 The Fairway, Manchester, M40 3WA
7 The Links, Manchester, M40 3NT
2 Fern Bank, Williams Road, Moston, Manchester, M40 0BW
1 Fern Bank, Williams Road, Moston, Manchester, M40 0BW
5 Holly Bank, Williams Road, Moston, Manchester, M40 0AH
16 Colclough Close, Manchester, M40 3AN
28 Williams Road, Moston, Manchester, M40 0AP
26 Williams Road, Moston, Manchester, M40 0AP
40 Ivy Graham Close, Manchester, M40 3AS
18 Ivy Graham Close, Manchester, M40 3AS
18 Dean Lane, Manchester, M40 3AU
22 High Peak Street, Manchester, M40 3AJ
20 High Peak Street, Manchester, M40 3AJ

1 Irvin Street, Manchester, M40 1EN
14 Eagar Street, Manchester, M40 1EP
10 Lilmore Avenue, Manchester, M40 1EY
13 Lilmore Avenue, Manchester, M40 1EY
Unit 8, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
1149 - 1167 Oldham Road, Manchester, M40 2FU
26 Dean Lane, Manchester, M40 3AU
12 Dean Lane, Manchester, M40 3AU
1069 Oldham Road, Manchester, M40 2EN
1077 Oldham Road, Manchester, M40 2EN
Flat 21, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 19, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 10, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 19, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 15, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 11, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 8, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 1, 59 Ivy Graham Close, Manchester, M40 3AY
9 Ivy Graham Close, Manchester, M40 3AS
5 Ivy Graham Close, Manchester, M40 3AS
Unit 1, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
4 Dean Avenue, Manchester, M40 3AD
219 The Fairway, Manchester, M40 3WA
4 Fern Bank, Williams Road, Moston, Manchester, M40 0BW
22 Dean Brook Close, Manchester, M40 0AZ
6 Dean Brook Close, Manchester, M40 0AZ
310 The Fairway, Manchester, M40 3NE
217 The Fairway, Manchester, M40 3WA
209 The Fairway, Manchester, M40 3WA
207 The Fairway, Manchester, M40 3WA
4 Holly Bank, Williams Road, Moston, Manchester, M40 0AH
2 Holly Bank, Williams Road, Moston, Manchester, M40 0AH
50 Williams Road, Moston, Manchester, M40 0AP
24 Dean Brook Close, Manchester, M40 0AZ
94 St Mary's Road, Manchester, M40 0AG
4 Dean Brook Close, Manchester, M40 0AZ
28 High Peak Street, Manchester, M40 3AJ
12 Colclough Close, Manchester, M40 3AN
13 Colclough Close, Manchester, M40 3AN
2 Gullane Close, Manchester, M40 3WD
26 Ivy Graham Close, Manchester, M40 3AS
25 Ivy Graham Close, Manchester, M40 3AS
12 Ivy Graham Close, Manchester, M40 3AS
1 Colclough Close, Manchester, M40 3AN
14 High Peak Street, Manchester, M40 3AJ
3 Boar Green Close, Manchester, M40 3AW
3 Irvin Street, Manchester, M40 1EN
12 Eagar Street, Manchester, M40 1EP
17 Lilmore Avenue, Manchester, M40 1EY
23 Lilmore Avenue, Manchester, M40 1EY
44 Williams Road, Moston, Manchester, M40 0AP
47 Ivy Graham Close, Manchester, M40 3AS
51 Ivy Graham Close, Manchester, M40 3AS
10 Dean Lane, Manchester, M40 3AU

19 Ivy Graham Close, Manchester, M40 3AS
Flat 22, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 14, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 4, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 2, 59 Ivy Graham Close, Manchester, M40 3AY
231 The Fairway, Manchester, M40 3WA
3 Dean Avenue, Manchester, M40 3AD
28 Dean Brook Close, Manchester, M40 0AZ
1 Boar Green Close, Manchester, M40 3AW
245 The Fairway, Manchester, M40 3WA
54 Williams Road, Moston, Manchester, M40 0AP
30 High Peak Street, Manchester, M40 3AJ
16 Dean Brook Close, Manchester, M40 0AZ
8 Dean Brook Close, Manchester, M40 0AZ
2 Dean Brook Close, Manchester, M40 0AZ
9 Calverton Drive, Manchester, M40 3AQ
213 The Fairway, Manchester, M40 3WA
Unit 1, 3A Eagar Street, Manchester, M40 1EP
5 The Links, Manchester, M40 3NT
60 Williams Road, Moston, Manchester, M40 0AP
Unit 1B, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
205 The Fairway, Manchester, M40 3WA
34 Dean Brook Close, Manchester, M40 0AZ
36 Williams Road, Moston, Manchester, M40 0AP
Flat 1, 6 High Peak Street, Manchester, M40 3AJ
243 The Fairway, Manchester, M40 3WA
223 The Fairway, Manchester, M40 3WA
1 The Links, Manchester, M40 3NT
29 Lilmore Avenue, Manchester, M40 1EY
14 Dean Brook Close, Manchester, M40 0AZ
10 Dean Brook Close, Manchester, M40 0AZ
26 High Peak Street, Manchester, M40 3AJ
11 Colclough Close, Manchester, M40 3AN
16 High Peak Street, Manchester, M40 3AJ
52 Williams Road, Moston, Manchester, M40 0AP
12 Gullane Close, Manchester, M40 3WD
10 Gullane Close, Manchester, M40 3WD
32 High Peak Street, Manchester, M40 3AJ
39 Ivy Graham Close, Manchester, M40 3AS
33 Ivy Graham Close, Manchester, M40 3AS
22 Ivy Graham Close, Manchester, M40 3AS
79 Ivy Graham Close, Manchester, M40 3AS
3 Calverton Drive, Manchester, M40 3AQ
Warehouse Adjacent Unit 16, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
18 Eagar Street, Manchester, M40 1EP
16 Lilmore Avenue, Manchester, M40 1EY
21 Lilmore Avenue, Manchester, M40 1EY
11 Lilmore Avenue, Manchester, M40 1EY
15 Lilmore Avenue, Manchester, M40 1EY
Unit 11, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Unit 12, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
14 Dean Lane, Manchester, M40 3AU
1073 Oldham Road, Manchester, M40 2EN

1063 Oldham Road, Manchester, M40 2EN
Flat 8, 53 Ivy Graham Close, Manchester, M40 3AX
21 Ivy Graham Close, Manchester, M40 3AS
Flat 12, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 24, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 18, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 17, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 16, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 10, 59 Ivy Graham Close, Manchester, M40 3AY
11 Ivy Graham Close, Manchester, M40 3AS
63 Ivy Graham Close, Manchester, M40 3AS
Flat 1, 3 Dean Avenue, Manchester, M40 3AD
27 Ivy Graham Close, Manchester, M40 3AS
4 Ivy Graham Close, Manchester, M40 3AS
24 Dean Lane, Manchester, M40 3AU
16 Dean Lane, Manchester, M40 3AU
1081 Oldham Road, Manchester, M40 2EN
75 Ivy Graham Close, Manchester, M40 3AS
77 Ivy Graham Close, Manchester, M40 3AS
1 Dean Avenue, Manchester, M40 3AD
5 Colclough Close, Manchester, M40 3AN
1 Calverton Drive, Manchester, M40 3AQ
Unit 15, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
15 Boar Green Close, Manchester, M40 3AW
Top Flat, 229 - 231 The Fairway, Manchester, M40 3WA
T D AUTOCARE, Workshop, Lonsdale Street, Manchester, M40 2FT
Unit 16, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
Unit 6, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
6 Lilmore Avenue, Manchester, M40 1EY
12 Lilmore Avenue, Manchester, M40 1EY
14 Gullane Close, Manchester, M40 3WD
229 - 231 The Fairway, Manchester, M40 3WA
Unit 7, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
6 Reliance Street, Manchester, M40 3AL
Unit 13, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
45 Ivy Graham Close, Manchester, M40 3AS
Unit 8, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
3 Eagar Street, Manchester, M40 1EP
6 Dean Lane, Manchester, M40 3AU
4 Dean Lane, Manchester, M40 3AU
2 Dean Lane, Manchester, M40 3AU
1079 Oldham Road, Manchester, M40 2EN
1065 Oldham Road, Manchester, M40 2EN
Flat 24, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 17, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 22, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 20, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 12, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 9, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 6, 59 Ivy Graham Close, Manchester, M40 3AY
7 Ivy Graham Close, Manchester, M40 3AS
55 Ivy Graham Close, Manchester, M40 3AS
67 Ivy Graham Close, Manchester, M40 3AS
Co-op Academy Broadhurst, Williams Road, Moston, Manchester, M40 0BX

5 Dean Avenue, Manchester, M40 3AD
14 Colclough Close, Manchester, M40 3AN
38 Ivy Graham Close, Manchester, M40 3AS
7 Calverton Drive, Manchester, M40 3AQ
6 Calverton Drive, Manchester, M40 3AQ
8 Boar Green Close, Manchester, M40 3AW
306 The Fairway, Manchester, M40 3NE
3 Fern Bank, Williams Road, Moston, Manchester, M40 0BW
1 Holly Bank, Williams Road, Moston, Manchester, M40 0AH
20 Dean Brook Close, Manchester, M40 0AZ
1145 Oldham Road, Manchester, M40 2FU
The Amber Club, 1143 Oldham Road, Manchester, M40 2FU
1133 - 1141 Oldham Road, Manchester, M40 2FU
3 The Links, Manchester, M40 3NT
308 The Fairway, Manchester, M40 3NE
Focus Diy, Reliance Street, Manchester, M40 3EZ
Flat 2, 6 High Peak Street, Manchester, M40 3AJ
INPOST DELIVERY LOCKER OUTSIDE 1149-1167, Oldham Road, Manchester, M40 2FU
Fern Bank, Williams Road, Moston, Manchester, M40 0BW
Unit 9, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
Unit 3A, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
Flat 2, 8 High Peak Street, Manchester, M1 3AJ
Flat 1, 8 High Peak Street, Manchester, M40 3AJ
Unit 11, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
Unit 12, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
227 The Fairway, Manchester, M40 3WA
5 Fern Bank, Williams Road, Moston, Manchester, M40 0BW
6 Fern Bank, Williams Road, Moston, Manchester, M40 0BW
Holly Bank, Williams Road, Moston, Manchester, M40 0AH
215 The Fairway, Manchester, M40 3WA
5 Calverton Drive, Manchester, M40 3AQ
9 Eagar Street, Manchester, M40 1EP
38 Williams Road, Moston, Manchester, M40 0AP
49 Williams Road, Moston, Manchester, M40 0AP
Ground Floor, 1145 Oldham Road, Manchester, M40 2FU
Unit 5, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
Moston Grange Nursing Home, 29 High Peak Street, Manchester, M40 3AT
First Floor, 1145 Oldham Road, Manchester, M40 2FU
Unit 4, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
Enterprise Park, Reliance Street, Manchester, M40 3AL
8 Gullane Close, Manchester, M40 3WD
5 Eagar Street, Manchester, M40 1EP
6 Gullane Close, Manchester, M40 3WD
16 Gullane Close, Manchester, M40 3WD
Flat 2, 5 Dean Avenue, Manchester, M40 3AD
Flat 1, 5 Dean Avenue, Manchester, M40 3AD
Unit 3B, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Unit 3D, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Unit 3C, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Unit 1A, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Units 1-3, Reliance Enterprise Park, Reliance Street, Manchester, M40 3AL
Talbot House Support Centre, 1 High Peak Street, Manchester, M40 3AT
Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL

The Kitchen Coach, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
225 The Fairway, Manchester, M40 3WA
18 High Peak Street, Manchester, M40 3AJ
8 Colclough Close, Manchester, M40 3AN
10 High Peak Street, Manchester, M40 3AJ
18 Colclough Close, Manchester, M40 3AN
7 Boar Green Close, Manchester, M40 3AW
11 Eagar Street, Manchester, M40 1EP
4 Calverton Drive, Manchester, M40 3AQ
26 Dean Brook Close, Manchester, M40 0AZ
18 Gullane Close, Manchester, M40 3WD
16 Ivy Graham Close, Manchester, M40 3AS
7 Irvin Street, Manchester, M40 1EN
8 Lilmore Avenue, Manchester, M40 1EY
14 Lilmore Avenue, Manchester, M40 1EY
19 Lilmore Avenue, Manchester, M40 1EY
Unit 5, 3A Eagar Street, Manchester, M40 1EP
Unit 4, 3A Eagar Street, Manchester, M40 1EP
49 Ivy Graham Close, Manchester, M40 3AS
Unit 5, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
8 Dean Lane, Manchester, M40 3AU
1075 Oldham Road, Manchester, M40 2EN
Flat 9, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 18, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 7, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 4, 53 Ivy Graham Close, Manchester, M40 3AX
17 Ivy Graham Close, Manchester, M40 3AS
Flat 15, 53 Ivy Graham Close, Manchester, M40 3AX
1 Ivy Graham Close, Manchester, M40 3AS
57 Ivy Graham Close, Manchester, M40 3AS
65 Ivy Graham Close, Manchester, M40 3AS
56 Williams Road, Moston, Manchester, M40 0AP
10 Boar Green Close, Manchester, M40 3AW
30 Williams Road, Moston, Manchester, M40 0AP
11 Calverton Drive, Manchester, M40 3AQ
13 Boar Green Close, Manchester, M40 3AW
12 Boar Green Close, Manchester, M40 3AW
46 Williams Road, Moston, Manchester, M40 0AP
30 Dean Brook Close, Manchester, M40 0AZ
12 High Peak Street, Manchester, M40 3AJ
32 Dean Brook Close, Manchester, M40 0AZ
35 Ivy Graham Close, Manchester, M40 3AS
32 Ivy Graham Close, Manchester, M40 3AS
14 Ivy Graham Close, Manchester, M40 3AS
2 Ivy Graham Close, Manchester, M40 3AS
22 Dean Lane, Manchester, M40 3AU
81 Ivy Graham Close, Manchester, M40 3AS
48 Williams Road, Moston, Manchester, M40 0AP
6 Colclough Close, Manchester, M40 3AN
2 Dean Avenue, Manchester, M40 3AD
211 The Fairway, Manchester, M40 3WA
G C SUPPLIES, Unit 13A And 14 And 15A, Reliance Street, Manchester, M40 3AG
SIGNS 2 SIGNS LTD, Unit 10, Reliance Street Trading Estate, Reliance Street, Manchester,
M40 3AG

Unit 15B, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AL
Units 1 To 3, Enterprise Park, Reliance Street, Manchester, M40 3AL
16 Eagar Street, Manchester, M40 1EP
22 Lilmore Avenue, Manchester, M40 1EY
27 Lilmore Avenue, Manchester, M40 1EY
9 Lilmore Avenue, Manchester, M40 1EY
5 Lilmore Avenue, Manchester, M40 1EY
Unit 6, Reliance Street Enterprise Park, Reliance Street, Manchester, M40 3AL
41 Ivy Graham Close, Manchester, M40 3AS
1071 Oldham Road, Manchester, M40 2EN
53 Ivy Graham Close, Manchester, M40 3AX
Flat 6, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 5, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 3, 53 Ivy Graham Close, Manchester, M40 3AX
6 Ivy Graham Close, Manchester, M40 3AS
Flat 11, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 23, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 7, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 3, 59 Ivy Graham Close, Manchester, M40 3AY
3 Ivy Graham Close, Manchester, M40 3AS
Flat 2, 3 Dean Avenue, Manchester, M40 3AD
1147 Oldham Road, Manchester, M40 2FU
24 Williams Road, Moston, Manchester, M40 0AP
2 Calverton Drive, Manchester, M40 3AQ
2 Boar Green Close, Manchester, M40 3AW
3 Holly Bank, Williams Road, Moston, Manchester, M40 0AH
7 Eagar Street, Manchester, M40 1EP
42 Williams Road, Moston, Manchester, M40 0AP
10 Colclough Close, Manchester, M40 3AN
34 Williams Road, Moston, Manchester, M40 0AP
37 Ivy Graham Close, Manchester, M40 3AS
36 Ivy Graham Close, Manchester, M40 3AS
29 Ivy Graham Close, Manchester, M40 3AS
28 Ivy Graham Close, Manchester, M40 3AS
24 Ivy Graham Close, Manchester, M40 3AS
73 Ivy Graham Close, Manchester, M40 3AS
9 Boar Green Close, Manchester, M40 3AW
5 Boar Green Close, Manchester, M40 3AW
Vehicle Repair Workshop Rear Of Unit 1, Reliance Street Trading Estate, Reliance Street,
Manchester, M40 3AL
5 Irvin Street, Manchester, M40 1EN
11 Irvin Street, Manchester, M40 1EN
2 Lilmore Avenue, Manchester, M40 1EY
18 Lilmore Avenue, Manchester, M40 1EY
20 Lilmore Avenue, Manchester, M40 1EY
25 Lilmore Avenue, Manchester, M40 1EY
7 Lilmore Avenue, Manchester, M40 1EY
Unit 3, 3A Eagar Street, Manchester, M40 1EP
Unit 2, 3A Eagar Street, Manchester, M40 1EP
31 Ivy Graham Close, Manchester, M40 3AS
Unit 2, Reliance Street Trading Estate, Reliance Street, Manchester, M40 3AG
20 Dean Lane, Manchester, M40 3AU
Flat 1, 53 Ivy Graham Close, Manchester, M40 3AX
15 Ivy Graham Close, Manchester, M40 3AS

10 Ivy Graham Close, Manchester, M40 3AS
Flat 23, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 20, 53 Ivy Graham Close, Manchester, M40 3AX
Flat 14, 59 Ivy Graham Close, Manchester, M40 3AY
Flat 5, 59 Ivy Graham Close, Manchester, M40 3AY
59 Ivy Graham Close, Manchester, M40 3AY
61 Ivy Graham Close, Manchester, M40 3AS
Flat 1, 4 Dean Avenue, Manchester, M40 3AD
239 The Fairway, Manchester, M40 3WA
12 Dean Brook Close, Manchester, M40 0AZ
11 Boar Green Close, Manchester, M40 3AW
1169 Oldham Road, Manchester, M40 2FU
32 Williams Road, Moston, Manchester, M40 0AP
24 High Peak Street, Manchester, M40 3AJ
20 Colclough Close, Manchester, M40 3AN
4 Colclough Close, Manchester, M40 3AN
9 Colclough Close, Manchester, M40 3AN
7 Colclough Close, Manchester, M40 3AN
3 Colclough Close, Manchester, M40 3AN
4 High Peak Street, Manchester, M40 3AJ
18 Dean Brook Close, Manchester, M40 0AZ
22 Gullane Close, Manchester, M40 3WD
20 Gullane Close, Manchester, M40 3WD
34 Ivy Graham Close, Manchester, M40 3AS
30 Ivy Graham Close, Manchester, M40 3AS
23 Ivy Graham Close, Manchester, M40 3AS
20 Ivy Graham Close, Manchester, M40 3AS
8 Ivy Graham Close, Manchester, M40 3AS
69 Ivy Graham Close, Manchester, M40 3AS
2 Colclough Close, Manchester, M40 3AN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
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 (Middle) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA