

Planning

Growth & Development

Delegated officer report for planning application

Application no.	134870/FO/2022
Date registered valid:	9 September 2022
Proposal:	Erection of 3 no. two storey residential dwellinghouses (with living accommodation within the roof space) together with associated landscaping and boundary treatments following the demolition of existing vacant former Public House
Address:	Brewers Arms, 149-151 Ladybarn Lane, Manchester, M14 6RQ
Ward(s):	Withington Ward
Applicant:	Mr. Dan Sudbury, 73 Ladybarn Lane, Manchester, M14 6YL
Agent (if any):	Miss Viktoria Klimentova Coda Studios Lloyds House, 18 Lloyds Street, Manchester, M2 5WA
Case officer:	David Lawless Tel: 0161 234 4543 Email: david.lawless@manchester.gov.uk
Recommendation:	Approve
Date of recommendation:	24 November 2022



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 15 September 2022

Standard consultations:

Printed: 14 September 2022 Expired: 5 October 2022

Neighbour notifications

Printed: 14 September 2022 Expired: 5 October 2022

Site notice

Posted: 22 September 2022 Expired: 13 October 2022

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The Brewers Arms (149-151 Ladybarn Lane) is a 2 storey public house located close to the Ladybarn local centre. It has been vacant since 2019 and has fallen victim to vandalism. To the north of the property there is a pair of semi-detached 2 storey dwellings, while to the south, there is a small area of open space, a footpath and beyond that a car park. To the east there is further residential accommodation, while to the west, on the opposite side of Ladybarn Lane, lies Ellesmere Terrace and a 3 storey block of apartments.

Listed building: No

Conservation area: No

Tree Preservation Order: No

Description of development

Erection of 3 no. two storey residential dwellinghouses (with living accommodation within the roof space) together with associated landscaping and boundary treatments following the demolition of existing vacant former Public House.

Consultations & Notification Responses

Local Residents – Correspondence has been received from three members of the public, the comments are summarised as follows:

- While fully supporting the redevelopment of the site and building of more housing in the area, the feel the lack of provision of parking is misguided and will cause issues on neighbouring streets.
- There are already issues with parking on Ellesmere Terrace due to people visiting the neighbouring flats and the local shops, in the past there have been altercations and damage to vehicles.

- Given that the new occupants are most likely to choose to park on Ellesmere Terrace, which is the closest parking location, developing new stock without the provision of parking is misguided. unless somehow the residents will be obligated to park on Green or Rink Streets. Alternatively, there is a large carpark associated with the shops on Mauldeth Road right next to this site which is constantly unoccupied, perhaps an agreement could be reached with the owner of this parking to provide spaces for the new development.
- Support principle of residential development but do not support low-density nature of the proposal in light of the housing shortage occurring across Manchester currently. The site is within walking distance of shops and Mauldeth Road train station. It should be at least three storeys and apartments; this is an inadequate use of site.
- Look to the block of flats which replaced The Ladybarn pub close by for inspiration as to what this site should be developed to.
- The demolition of pubs was removed from the GDPO to allow for local authorities to weigh up the impact to a local amenity pool and the loss of a community hub against any benefits. In this instance, the pub is the only one in Ladybarn. As such a suburb of the city would be left without a pub, which is needless to say a vital component of social infrastructure in any residential community.
- As such the benefit of three houses would not outweigh the harm of its loss. The pub has been demonstrably viable as of 2019. As such I urge the officer to refuse the permission and engage the spirit and purpose of the amended GDPO.

High Speed Two (HS2) Limited – No objections to the proposal.

Highway Services – Have made the following comments:

- Given that the proposed development is resultant in three additional residential dwellings, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- The site is well accessed by sustainable modes.
- There is no on-site car parking associated with the development and as such, all vehicular demands associated with the site are anticipated to contribute to the level of vehicles parked on-street. Considering the site's location and proximity to sustainable travel offer, this is acceptable in principle. As such, no parking concerns are raised from a Highways perspective by the proposals.
- Bike storage is in place at the rear of the garden and provides space for 2 cycles. This is acceptable to Highways.
- A bin store is in place in the rear of the site. On bin collection day the waste collection vehicle can park adjacent to the back paved area and collect the bins from the rear of the properties. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.
- It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians.

Environmental Health – Suggests the imposition of contaminated land, drainage and refuse storage conditions.

MCC Flood Risk Management – Suggests the imposition of a drainage condition.

United Utilities – Suggests the imposition of a drainage condition.

Greater Manchester Police – The proposed development should be designed and constructed to Secured by Design standards

Environment Agency – No objection in principle to the grant of planning permission for 134870/FO/2022. The EA are satisfied that the revised submission (FRA) has addressed the previous concerns regarding discrepancy between the previously submitted FRA and wider development plans/drawings associated with 134870/FO/2022.

Should the LPA be minded to grant planning permission as submitted, then the proposed development must proceed in strict accordance with the submitted FRA (KRS.0591.001.R.0001.B) and mitigation measures detailed within.

Greater Manchester Ecology Unit – No objections to the proposal.

Policies

The National Planning Policy Framework July 2021 (NPPF) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally-prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- approving development proposals that accord with an up-to-date development plan without delay; or
- where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*), is of relevance:

Paragraph 60 states that to support the Government's objective of significantly boosting the supply of homes, it is important that a sufficient amount and variety of land can come forward where it is needed.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

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

A number of UDP policies have been saved until replaced by further development plan documents to 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. Relevant policies in the Core Strategy are detailed below:

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of
- the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- 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.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.

- Flood risk and drainage.

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

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

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

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

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

Issues

Principle of the Proposal – The Brewers Arms has been vacant since 2019 and attempts to run it as a public house have failed. Given this, its demolition and replacement with much needed housing is considered acceptable in principle. Notwithstanding this, the impact of the development upon existing levels of residential and visual amenity must be assessed, along with the impact upon pedestrian and highway safety.

Demolition of Existing Building – The Brewers Arms is not listed and it is not considered to be of such architectural merit to be classified as a non-designated heritage asset. Accordingly, there is no objection to its demolition.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for each dwellinghouse and that required under the guidance is detailed below:

- 3 bed and 3 storeys in height – 103.5m² (Space Standard – 90m² to 108m²)

Given the above, the proposal complies with Manchester's space standards.

Disabled Access – Level access would be provided into the dwellings and adequate circulation space, along with a WC, would exist on the ground floor. Adequate circulation space would also exist on the upper floors. Overall, the provision is considered acceptable.

Design – The proposed terrace of three dwellings would be constructed from brick and topped with a tiled roof. Overall, the design of the dwellings is traditional in nature but contemporary elements (zinc clad rear dormer and brick feature panels) have been introduced. This approach is considered acceptable and is similar to that taken in the delivery of the block of apartments on the opposite side of the Ladybarn Lane. The design of the dwellings can be seen below:



Overall, the design of the proposed dwellings is considered acceptable.

Scale and Massing – Apart from the apartment block on the opposite side of Ladybarn Lane, this residential neighbourhood is characterised by two storey residential accommodation similar in scale and massing to that proposed. Given this, both the scale and massing of the three dwellings is considered acceptable and compatible with the existing residential properties within the vicinity of the site.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – Given the orientation and distance of the proposed dwellings to the nearby existing properties it is not considered that the development would lead to any undue loss of privacy resulting from overlooking.

Noise – Given the number of units proposed and the domestic nature of the activity that would be associated with them, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – As the proposed dwellings are only two storeys (two storeys with accommodation in the roofspace) in height and sited a sufficient distance from any of the adjoining properties, it is not considered that any of the existing dwellings would see a reduction in daylight or be subject to overshadowing.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Visual Amenity – Given the design and scale of the proposed dwellings it is not considered that the proposal would have a detrimental impact upon the levels of visual amenity enjoyed along this section of Ladybarn Lane.

Trees – There are no trees within the curtilage of the site.

Boundary Treatment – The applicant is proposing to erect 2 metre high close boarded fencing to the side and rear boundaries of the property and 1 metre high permeable railings to the front boundary. This is considered acceptable in this instance.

Parking – The City Council does not have a prescribed policy standard for residential schemes. Notwithstanding this, it is anticipated that all new developments should provide appropriate car parking facilities and new developments should improve access to jobs and services by being located on sites that reduce the need to travel and provide good access to sustainable transport provision. This desire to links trips and minimise travel times by locating developments in sustainable locations would allow the ability to minimise car travel and take advantage and facilitate the use of sustainable forms of transport.

Given the sustainable nature of the site close to a local centre, the number of units proposed and availability of local amenities and public transport, the lack of any dedicated off-street parking spaces for this development is considered acceptable and consistent with similar developments found in other local/district centre locations. Therefore, given the sustainable location of the site and the prevalence of public transport within its vicinity, no parking provision is considered acceptable in this instance.

Notwithstanding the above, should future residents or visitors require parking facilities, it is noted that on-street parking is plentiful in the residential area to the east of the application site.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Ladybarn Lane. Highway Services have confirmed that the level of proposed development is acceptable and have raised no highway safety or capacity concerns.

Amenity Space – As can be seen on the right, an adequate amount of amenity space is proposed for the future occupants of the dwellings.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.



It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result of the above it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Waste Management – The four bins required by the City Council would be stored at the rear of each dwelling. Given this and the provision of a kitchen food caddy for each household, the overall provision is considered acceptable.

Highway Services have also confirmed that the site can be accessed by a refuse vehicle.

Drainage – The conditions suggested by the Flood Risk Management Team, the Environment Agency and United Utilities, which are designed to protect against flooding and prevent pollution, would be attached to any approval granted.

Ecology – The applicant has undertaken a bat survey of the building given it is to be demolished. The survey found no direct evidence of bat usage during the building inspection and no records of existing bat roosts were found for the building during the data consultation. However, several features with potential to support roosting bats were recorded including missing and lifted roofing slates. When combining the potential roosting features with the poor urban habitat, it was considered that overall the building had low potential for usage by roosting bats.

Further nocturnal surveys were commissioned in August 2022 to determine the presence/absence of roosting bats on site. No evidence of roosting bats was recorded during the dusk emergence survey undertaken in August 2022 and therefore the consultant ecologist recommended that proposed demolition works could proceed.

GMEU were consulted and raised no objections to the proposal on the grounds of ecological impact.

Crime Prevention – The proposal does not raise any crime prevention issues. A condition requiring the development to achieve *Secured by Design* accreditation is suggested in this instance.

Sustainability – The development has been designed from concept stage to incorporate sustainable approaches: the creation of an efficient envelope; appreciating the solar aspect of façades and window sizes.

All habitable rooms in the proposed development will be naturally ventilated with openable windows that satisfy purge ventilation requirements from Building Regulations Part F. The window sizes are generous throughout, meaning the rooms benefit from good levels of natural light. This reduces the requirement for artificial lighting.

Through the detailed specification of the building envelope, energy demand for space heating and cooling has been reduced, and the building fabric of all houses in the development will meet or exceed the new Building Regulations Part L standards.

Roofs have been designed to be structurally capable of accommodating photovoltaic panels where possible, in order to offset the carbon consumption of the dwellings.

Each dwelling also has an outdoor shed to store bicycles and promote sustainable modes of transport.

Low impact and locally sourced materials will be sourced wherever possible to reduce the environmental impact of building materials, while retaining traditional architectural aesthetics.

Overall, this approach is welcomed and its delivery will be subject to a condition.

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 to resolve any problems arising in relation to dealing with the planning application.

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, stamped as received on 5 September 2022 and 13 October 2022:

- a) Drawing nos. 3051-PL-0500C, 0501C, 0502B, 0600C, 0601C, 0700E, 0701C and 0800E.
- b) Design and Access Statement.
- c) Flood Risk Statement (ref. KRS.0591.001.R.0001.B).
- d) Drawing no. PL 3405 B

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.

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without

modification) no garages, outbuildings or extensions shall be erected other than those expressly authorised by this permission.

Reason - To ensure the satisfactory development of the site and in the interest of residential and visual amenity, pursuant to policy DM1 of the Manchester Core Strategy.

6) a) No above ground works shall commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

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

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

7) The development hereby approved shall be implemented and thereafter maintained in accordance with the flood resilience mitigation measures contained within the Flood Risk Assessment (ref. KRS.0591.001.R.0001.B), stamped as received by the City Council as local planning authority on 13 October 2022.

Reason - To protect against the risk of flooding, pursuant to Policy DM1 in the Manchester Core Strategy.

8) Development shall not begin until a surface water drainage layout for the site, based on sustainable drainage principles has been submitted to and approved in writing by the local planning authority. The development shall be constructed and completed in accordance with the approved details and details provided of how the scheme shall be maintained and managed after completion. This shall include evidence of acceptance from United Utilities of any required easements/ embedded design regarding the public sewer in close proximity to the southern site boundary.

Reason - To prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system pursuant to policy EN17 of the Manchester Core Strategy.

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

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before development commences and a report prepared outlining what measures, if any, are

required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

10) Prior to occupation of the development hereby approved, a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

11) The storage and disposal of waste shall be undertaken in accordance with the Waste Management Strategy stamped as received on 5 September 2022 (Design and Access Statement) and shall remain in situ whilst the development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy

12) The development hereby approved shall be implemented in full accordance with the measures as set out within the Sustainability Statement, stamped as received by the City Council as local planning authority on 9 September 2022, including: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance. Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

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

13) No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Expected number and type of vehicles accessing the site: Deliveries, waste, cranes, equipment, plant, works, visitors; Size of construction vehicles; The use of a

consolidation operation or scheme for the delivery of materials and goods; Phasing of works;

- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
- Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- Locations for storage of plant/waste/construction materials;
- Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
- Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes;
- Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses.

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

Reason: In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy.

Informatives

1) Drainage Informative - MCC records highlight that the underground Ley Brook is located within close proximity to the site (approximately 45m to the south of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Appendix 1 – List of consultees & neighbours notified

High Speed Two (HS2) Limited
Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Greater Manchester Ecology Unit

Flat At, Brewers Arms, 149 - 151 Ladybarn Lane, Manchester, M14 6RQ
174 Ladybarn Lane, Manchester, M14 6RW
180 Ladybarn Lane, Manchester, M14 6RW
3 Oscroft Walk, Manchester, M14 6TP
9 Oscroft Walk, Manchester, M14 6TP
93 - 95 Mauldeth Road, Manchester, M14 6SR
176 Ladybarn Lane, Manchester, M14 6RW
188 Ladybarn Lane, Manchester, M14 6RW
147 Ladybarn Lane, Manchester, M14 6RQ
141 Ladybarn Lane, Manchester, M14 6RQ
143 Ladybarn Lane, Manchester, M14 6RQ
101 - 103 Mauldeth Road, Manchester, M14 6SR
178 Ladybarn Lane, Manchester, M14 6RW
Flat 19A, Rowan Court, 9 Green Street, Manchester, M14 6TN
7 Green Street, Manchester, M14 6TX
Flat 12, 206 Ladybarn Lane, Manchester, M14 6RW
206 Ladybarn Lane, Manchester, M14 6RW
91 Mauldeth Road, Manchester, M14 6SP
Flat 16, Rowan Court, 9 Green Street, Manchester, M14 6TN
19 Lyth Street, Manchester, M14 6TY
11 Ellesmere Terrace, Manchester, M14 6QY
Flat 42, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 41, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 35, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 29, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 27, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 11, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 9, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 1, 206 Ladybarn Lane, Manchester, M14 6RW
91B Mauldeth Road, Manchester, M14 6SP
91A Mauldeth Road, Manchester, M14 6SP
Flat 5, 188 Ladybarn Lane, Manchester, M14 6RW
155 Ladybarn Lane, Manchester, M14 6RQ
Flat 8, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 45, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 44, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 43, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 36, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 31, Rowan Court, 9 Green Street, Manchester, M14 6TN
200 Ladybarn Lane, Manchester, M14 6RW
Flat 10, 188 Ladybarn Lane, Manchester, M14 6RW
Flat 6, 188 Ladybarn Lane, Manchester, M14 6RW
Flat 4, 188 Ladybarn Lane, Manchester, M14 6RW
Flat 7, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 18, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 12, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 5, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 40, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 38, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 30, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 24, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 11, Rowan Court, 9 Green Street, Manchester, M14 6TN
1 Oscroft Walk, Manchester, M14 6TP

Flat 6, 206 Ladybarn Lane, Manchester, M14 6RW
204 Ladybarn Lane, Manchester, M14 6RW
Flat 7, 188 Ladybarn Lane, Manchester, M14 6RW
157 Ladybarn Lane, Manchester, M14 6RQ
161 Ladybarn Lane, Manchester, M14 6RQ
97 Mauldeth Road, Manchester, M14 6SR
Flat 9, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 46, Rowan Court, 9 Green Street, Manchester, M14 6TN
99 Mauldeth Road, Manchester, M14 6SR
17 Lyth Street, Manchester, M14 6TY
Flat 6, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 4, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 37, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 26, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 22, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 17, Rowan Court, 9 Green Street, Manchester, M14 6TN
202 Ladybarn Lane, Manchester, M14 6RW
Flat 8, 188 Ladybarn Lane, Manchester, M14 6RW
Flat 3, 188 Ladybarn Lane, Manchester, M14 6RW
5 Oscroft Walk, Manchester, M14 6TP
1 Ellesmere Terrace, Manchester, M14 6QY
Flat 10, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 8, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 5, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 4, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 2, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 2, 188 Ladybarn Lane, Manchester, M14 6RW
Flat 1, 188 Ladybarn Lane, Manchester, M14 6RW
153 Ladybarn Lane, Manchester, M14 6RQ
139 Ladybarn Lane, Manchester, M14 6RQ
13 Ellesmere Terrace, Manchester, M14 6QY
Flat 28, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 20, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 10, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 33, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 21, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 19, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 15, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 1, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 9, 188 Ladybarn Lane, Manchester, M14 6RW
145 Ladybarn Lane, Manchester, M14 6RQ
15 Lyth Street, Manchester, M14 6TY
5 Green Street, Manchester, M14 6TX
3 Ellesmere Terrace, Manchester, M14 6QY
Co Operative Retail Services Ltd, 105 - 109 Mauldeth Road, Manchester, M14 6SR
Flat 7, 206 Ladybarn Lane, Manchester, M14 6RW
Flat 3, 206 Ladybarn Lane, Manchester, M14 6RW
163 Ladybarn Lane, Manchester, M14 6RQ
159 Ladybarn Lane, Manchester, M14 6RQ
7 Ellesmere Terrace, Manchester, M14 6QY
Flat 3, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 32, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 25, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 23, Rowan Court, 9 Green Street, Manchester, M14 6TN

9 Ellesmere Terrace, Manchester, M14 6QY
Flat 39, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 2, Rowan Court, 9 Green Street, Manchester, M14 6TN
Flat 14, Rowan Court, 9 Green Street, Manchester, M14 6TN
7 Oscroft Walk, Manchester, M14 6TP
15 Ellesmere Terrace, Manchester, M14 6QY
5 Ellesmere Terrace, Manchester, M14 6QY
Flat 34, Rowan Court, 9 Green Street, Manchester, M14 6TN
11 Oscroft Walk, Manchester, M14 6TP

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Flood Zones Type 2 (low to medium risk) -
Flood Zones Type 3 (high risk) -
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (October 2020)
HS2 Phase 2b Safeguarding Zones - HS2 Safeguarding Zones (June 2022)
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: SOUTH AREA