

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134295/DEM/2022

Date registered valid: 7 July 2022

Proposal: Prior Approval for the demolition of gasholder and associated buildings and infrastructure, and associated restoration of site

Address: Gas Holder , Alan Turing Way, Manchester, M40 2XG

Ward(s): Miles Platting & Newton Heath Ward

Applicant: National Grid C/o Agent

Agent (if any): Mr Matthew Stocks WSP First Floor, 3 Wellington Place, Leeds, LS1 4AP

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

Recommendation: No objection

Date of recommendation: 28 August 2022

Application details

Type of application: Proposed demolition

Development type: Notifications

Date of site visit:

Standard consultations:

Printed: 18 July 2022 Expired: 8 August 2022

Neighbour notifications

Printed: 22 July 2022 Expired: 12 August 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Background

National Grid ('NG') has a portfolio of surplus non-operational historic gasworks land. The remit of the NG Commercial Property team is to address the environmental liabilities on this site so that it can be brought back into beneficial use. This work also includes the demolition of redundant structures, including gasholders and remediation of legacy contamination. National Grid have stated that they do not develop these sites themselves, and the sites are sold on the open market, once all constraints are fully understood.

The planning agent has provided a statement that gasholders were historically used to store gas at low pressure, with the stored gas used during periods of peak demand, but that developments in technology since the late 2000's has allowed for the greater storage of gas in the below ground gas network rendering the gasholders redundant. The agent has further advised that the structures have been mothballed across the UK for over a decade, and none of them are connected to the live gas network.

There is also a regulatory requirement from Ofgem to dismantle the gasholders by the end of the RIIO T2 period (2026), and National Grid's demolition programme is aligned with this regulatory target.

The agent has stated that the National Grid are not responsible for gas distribution and do not own this operational equipment. Cadent are the responsible network and all live gas assets are in their ownership. There are high, intermediate, medium and low-pressure networks present across the land as well as Above Ground Installations which control and regulate the various gas pressures on the site. Confirmation of the individuals at Cadent who have been directly involved with this site and are fully aware of this proposal have been provided.

Description of site/building

The proposed development site relates to land to the east of Alan Turing Way, close to the junction with Bradford Road, with the Etihad Stadium and new arena to the south of the site. Within the parking area serving the facilities to the south of the site the River Medlock runs in culvert below ground.

The site is owned by National Grid and covers two parcels of land. The northern parcel is approximately 5.054ha, and the southern parcel is approximately 0.988ha. The two parcels are approximately 180m apart, with a strip of vegetated land lying between them. The site is located to the northeast of Manchester City Centre within an urban area. The site comprises a single gasholder in the northern part of the site within a palisade fenced compound. Ancillary buildings and disused above ground pipework lie to south and west of the gasholder, and the piping runs to the south of the northern parcel of land. The remaining areas of the site predominantly comprise self seeded trees/vegetation. The site boundaries are secured via palisade and welded mesh fencing

The site is not located within a conservation area, and it is not located within the setting of any of listed heritage assets, although it is visible in the skyline from the lodges to the Philips Park Cemetery which are Grade II buildings, the lodges lie on the opposite side of Alan Turing Way. The site is located in Flood Zone 1, as identified on the Environment Agency Flood Map. There are no Tree Preservation Orders (TPOs) within the site.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The wider area comprises a mix of uses, including an arena venue currently under construction to the south with associated parking, and a football stadium further to the south west. A fire station and a cemetery with associated lodge buildings lie to the east, with a railway viaduct to the west and south west with commercial uses, and residential properties lying beyond the viaduct. The above details demonstrate the character of the area within which the works would be situated.

Description of development

The application relates to the dismantling and infilling one below ground column guided gasholder, removal of the boiler house and chimney, and removal of the redundant overhead pipework and gantries. The boiler house and chimney will be removed to the point where they are level with their underlying concrete bases, which would remain in-situ. The gas holder would be demolished to the base of the below ground tank and infilled to ground level. Upon completion of the dismantling of the gasholder, the resulting subsurface void is proposed to be infilled with inert material to match current site surface levels. The dismantling and infilling of the holder will not disturb the ground or any associated subsurface contaminants. No other works are proposed.

The demolition works shall comply with all relevant legislation, regulations and additionally, obtain and comply with all necessary consents to ensure legal construction works.

The works are proposed to commence on 1st May 2023 and be completed by 1st November 2024. It is proposed that working hours will typically be between 08.00 to 18:00 on Mondays to Fridays, 09:00 to 13:00 Saturdays and no work on Sundays or Bank Holidays.

The precise method of dismantling has yet to be finalised and will not be confirmed until the contractor is appointed. Nevertheless, the planning agent has confirmed that the methodology will comply with the environmental safeguards (including CIRIA Guidance Note C692 'Environmental Good Practice on site and current HSE guidance) and guidelines focused on

minimising disturbance/ nuisance to the local area. The works will be undertaken in accordance with the Outline Asbestos Management Plan and Outline Demolition Method Statement.

. Some infilling works will be required to facilitate the proposed dismantling works i.e. importing material to the site in order to infill the void. The infill material used on site would be subject to chemical screening processes to ensure it is appropriate to be used.

The nature of the dismantling works has the potential to generate noise, vibration and dust / air quality pollution. through the course of the works and the associated transportation of material.

The programme would be set up to minimise disturbance to the surrounding neighbouring occupiers through limiting working hours in the early mornings, evenings and weekends. HGV movement will also be timed to avoid periods of peak congestion.

During the dismantling works the primary access route to the site will be from Broxton Street, via an existing double palisade gate. The construction access point would be signposted on the main access gate and relevant on-site signs placed throughout the site to indicate speed limits. Construction traffic entering and leaving site will be controlled by the Principal Contractor, with a trained banksmen positioned at the site entrance, with vehicles being directed to the gasholder works area. No wheel wash facilities are proposed on the basis that vehicles should be restricted to hardstanding only, preventing soil compaction, dirtying of vehicles and the subsequent distribution of materials onto the highway network. However, it is proposed that high-pressure hoses are kept on standby for use where appropriate.

The existing boundary fence around the proposed site will be retained during the demolition works.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Environmental Health – recommend conditions attached to any approval to require the submission of a detailed demolition and environmental management plan ; control of demolition hours; a risk assessment including an outline of what measures, if any, are required to remediate the land (Remediation Strategy), and when the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved.

They would expect the risk assessment/remediation strategy to include;

- An assessment of the methodologies to be used to dewater the gas holder.
- An assessment of the risks to the wider area during the remediation works, including human and controlled waters receptors (groundwater and the Ashton Canal).
- Risks from odours once the gas holder has been opened up and how these will be managed and controlled?
- Waste disposal i.e. asbestos/building rubble and sludges.
- Details of any permits that have been obtained for the dewatering and other works.
- A structural assessment of the inside of the gas holder to determine if it is water tight and how long they expect it to be water tight for given (given the proposals are to leave the void open and fenced off) – can only be undertaken at the appropriate stage in the process as this will be unknown until the lid is removed, this can form part of the validation report.

A watching brief is recommended regarding the event that ground contamination, groundwater contamination and/or ground gas are encountered on the site at any time before the development is occupied during the watching brief, then development shall cease and/or the development shall not be occupied until a report detailing what measures, if any, are required to remediate the land (the 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 agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to evidence this prior to occupation of the development.

Updated comments

Have requested the informative below is attached to any consent to safeguard against any are any unforeseen issues related to the dewatering element of the demolition (as this forms part of the process). The dewatering process is covered by a permit through the EA so this will cover most environmental issues.

In the event that any unexpected ground and/or groundwater contamination are encountered on the site before the development is occupied, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed. For Groundwater issues please contact the Environment Agency at SPPlanning.RFH@environment-agency.gov.uk

They have also advised that the submitted demolition management plan including the proposals for deodorisers must be implemented.

Highway Services – The gasholder is to be removed and the void filled in with a suitable material. During dismantling it is estimated that there will be twenty vehicle movements per day, with a peak of 70 vehicles per day for infilling and the works are anticipated to take approximately 18 months. They consider that this number of vehicle movements can be accommodated on the adjacent road network.

Whilst the outline Demolition Method Statement provided is acceptable in principle, before they can support the application, they require that the applicant investigates construction vehicle routing along Barking Street rather than the residential Broxton Street.

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

Environment Agency – originally placed a holding objection on the basis there was insufficient information to demonstrate that the risk of pollution to controlled waters was acceptable.

The Environment Agency identified that the site is in a sensitive environmental location being above secondary aquifers and in close proximity to the River Medlock, and there is insufficient information to show and identify what environmental standards are suitable and risk assessments have been undertaken to address possible risks to controlled waters from future infilling materials.

Detailed advice relating to Model Procedures and good practice; Waste on-site; Waste to be taken off-site; Dewatering; and Regulatory position statements were provided and forwarded to the applicant.

Updated comments

Previously the Environment Agency objected to the proposed works as there was insufficient information presented to them to overcome the minimum however, after speaking to the local planning authority they are assured that the appointment of an appropriate contractor along with appropriate conditioning of the proposed work will affect the necessary environmental protections of Controlled Waters that they would need to assure them of a safe outcome to the work.

They would like to withdraw our objection to the proposed scheme and recommend the following:

The application's submissions to date suggests that it will be possible to manage the risks posed to controlled waters by this activity, but further detailed information will however be required before the proposed work is undertaken.

In light of the above, the proposed activity will be acceptable if a planning condition is included requiring the submission of a remediation strategy. This should be carried out by a competent person in line with paragraph 178 of the National Planning Policy Framework.

Without these conditions we would object to the proposal in line with paragraph 170 of the National Planning Policy Framework because it cannot be guaranteed that the development will not be put at unacceptable risk from, or be adversely affected by, unacceptable levels of water pollution.

Condition

No work approved by this planning permission shall commence until a strategy to deal with the risks associated with contamination associated with the site and the gas holder, has been submitted to, and approved in writing by, the local planning authority.

This strategy will include the following components:

1. A sufficient and appropriate site investigation scheme, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site.
2. The development of an appropriate infilling methodology, materials management plan and necessary remediation strategy, based on the results of the investigation and assessment work in(1), demolish the gasholder and associated buildings and infrastructure, and associated restoration of site.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason -To ensure that the proposed demolition of gasholder and associated buildings and infrastructure, and associated restoration of site, 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 170 of the National Planning Policy Framework.

Condition

Following the completion of the agreed works to demolish the gasholder and associated buildings and infrastructure, and associated restoration of site, a verification report demonstrating the completion of works set out in the approved remediation strategy shall be submitted to, and approved in writing, by the local planning authority.

The report shall include results of any sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that successful site remediation and restoration have been achieved.

Reason -To ensure that the proposed demolition of gasholder and associated buildings and infrastructure, and associated restoration of site on land, 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 170 of the National Planning Policy Framework.

Detailed advice relating to Model Procedures and good practice; Waste on-site; Waste to be taken off-site; Dewatering; and Regulatory position statements and information relating to seeking further advice and support from the Environment Agency were provided and forwarded to the applicant .

Greater Manchester Ecology Unit – Have advised that the buildings proposed for demolition were assessed as having negligible bat roosting potential. Ravens were recorded as nesting on the gasometer, significant areas of bird nesting habitat surround the buildings to be demolished and a number of invasive species are present in the potential zone of influence of the works.

Bats

No evidence of bats was found on the site. Whilst several structures were identified as having bat roosting potential, none are impacted by this demolition notice. No further information or measures are required.

Nesting Birds

Ravens were recorded as nesting on the gasometer and dense trees and scrub located in close proximity to the gasometer and chimney proposed for demolition, which may require removal in part to facilitate the demolition. All British birds nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. They recommend demolition and site clearance occurs outside the bird nesting season unless an ecologist confirms the absence of bird nests, and that this is conditioned

Invasive Species

A number of invasive species were recorded around the site, some in relatively close proximity to the demolition areas. It is likely that most are avoidable during demolition as long as best practice is followed. The following information is recommended to be attached to any approval.

It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed, Himalayan balsam and various species of Cotoneaster are included within this schedule. If any such species will be disturbed as a result of this demolition and restoration a suitably experienced consultant should be employed to advise on how to avoid an offence.

Hedgehog

Vegetation on site provides potential cover for this species as well as other small mammals. . The following information is recommended to be attached to any approval.

The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Prior approval does not provide a defence against prosecution under this act.

Cadent – originally placed a holding objection to enable them to review the application in more detail, due to the presence of a High Pressure Major Accident Hazard Pipeline (MAHP) and/or an Intermediate Pressure Pipeline and/or an Above Ground Installation. Further comments were subsequently received advising they had no objection to the proposal from a planning perspective.

Network Rail – Have advised that they have no objection in principle to the proposal, but have set out requirements which must be met as the proposal includes works within 10m of the railway boundary and an interface with the railway boundary - therefore undertaking the works with the agreement and supervision of Network Rail is required. This is to ensure that the works on-site, and as a permanent arrangement, do not impact upon the safe operation and integrity of the existing operational railway and for the avoidance of doubt of both the council and the

developer who may not be aware of the potential for outside party proposals to impact upon the railway.

They requested that requirements which relate to i) measurements to railway tracks and railway boundary; ii) The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement(RAMS) for all works to be undertaken within 10m of the operational railway under Construction(Design and Management) Regulations, and this is in addition to any planning consent;

iii)The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures.

There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary.

All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint. Buildings and structures must not over-sail Network Rail air-space.

Any future maintenance must be conducted solely within the applicant's land ownership.

Rainwater goods must not discharge towards or over the railway boundary

Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works.

Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure.

Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

iv)The demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement. Review of the method statement will be undertaken by the Network Rail Asset Protection Engineer before the development and any demolition works on site can commence.

Network Rail would like to add that the applicant is strongly recommended to employ companies to demolish buildings / structures belonging to the National Federation of Demolition

Contractors. This will ensure that all demolition works are carried out to professional standards and the company itself will also include liability insurance as part of its service.

V)BAPA (Basic Asset Protection Agreement) - As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent.

The applicant / developer should liaise directly with Asset Protection to set up the BAPA .

No works are to commence until agreed with Network Rail. Early engagement with Network Rail is strongly recommended.

be forwarded to the applicant for actioning , and this has been undertaken.

Issues

Environmental Impact Assessment

A screening opinion was prepared and issued that concluded that the proposed demolition would have some local impact on the surrounding area. However, these impacts have been

assessed and it has been concluded that there would not be significant enough to be of more than local importance and therefore does not warrant a formal Environmental Impact Assessment. It is considered that impacts including noise and traffic generation would be satisfactorily managed through implementation of works in accordance with the approved documents, and finalised details secured through conditions.

Given the size of the site and space around the Gas Holder and associated buildings coupled with the condition of the buildings proposed to be demolished and the immediate site context, it is considered that the issues would only be of local importance and due to the satisfactory amelioration and mitigation of any effects as detailed within the submitted reports, an Environmental Impact Assessment would not be required.

Demolition arrangements

It is understood that precise method of dismantling has yet to be finalised and will not be confirmed until the contractor is appointed. The planning agent has however, confirmed the methodology will comply with the environmental safeguards (including CIRIA Guidance Note C692 'Environmental Good Practice on site and current HSE guidance) and guidelines focused on minimising disturbance/ nuisance to the local area. The works will be undertaken in accordance with the Outline Asbestos Management Plan and Outline Demolition Method Statement, which set out the scope of works , management plan, demolition methodology, and timeframes.

In view that a contractor has not yet been appointed to undertake the proposed demolition works , it is recommended that a condition be attached to any approval to require the submission of a finalised detailed Demolition Management Plan before the commencement of development, and that the development be implemented in accordance with the approved details . It is considered that the proposed demolition works would be managed through the content of a finalised Demolition Method Statement. Any impact of residential amenity would be managed through daytime working and over a period of 18 months.

Given the condition of the existing ancillary buildings and the regulatory requirement from Ofgem to dismantle the gasholder by the end of the RIIO T2 period (2026), and National Grid's demolition programme is aligned with this regulatory target, it is considered that positive benefits would be gained from its demolition and potential future development of the site.

Residential Amenity

Demolition work would be undertaken over an approximate 18 month period. It is proposed that working hours will typically be between 08.00 to 18:00 on Mondays to Fridays, 09:00 to 13:00 Saturdays and no work on Sundays or Bank Holidays.

It is acknowledged that the demolition works will give rise to noise, however, the works would be set to the south of the railway viaduct and primarily to the rear of commercial and industrial uses on Bradford Road , which would have the potential to reduce the resultant noise levels to the residential properties to Broxton Street and to the north of Bradford Road . There are , however, dwellinghouses on the access proposed to the site on Broxton Street, which lie directly to the west of the viaduct are at the closest point 9.32m from the site boundary. The gas holder , however is 77.6m from the rear facade of the nearest properties . The lodges to Philips Park Cemetery on the opposite site of Alan Turing way are only 48.5m from the gas holder , but any noise from any demolition works would be in the context of existing traffic noise along a busy arterial route. As such the works being undertaken would for the most part be sited within the gas holder site, away from adjacent sensitive receptors.

It is acknowledged that the demolition works will also give rise to odour . The Outline Demolition Method Statement confirms that sludge would be removed from the gasholder tank via a pump or collected into dewatering bags and lifted out of the holder onto sealed wagons for removal off site, and should any odours be released during the desludging period, a waterless odours suppressant system would be present on site to control potential odours. Finalised details of

these arrangements would be controlled the requirement for the submission of a finalised Demolition Method Statement.

It is estimated that there would be approximately 20no. vehicle movements per day, potentially peaking at 70no. movements per day for infilling. The demolition works are anticipated to take circa 35-40 weeks and the infilling 30-40 weeks, albeit these stages would be likely overlap. These are estimated timeframes and vehicular movements, which could vary depending upon the contractor's requirements. If the programme can be reduced, this may result in a modest increase in HGV movements, but the extent (timescales) of disturbance would be reduced accordingly.

It is considered that the proposed demolition works are considered to be a medium term localised impact with no long term impacts expected, and whilst the demolition will impact on the area, these impacts are unlikely to be so significant to warrant being considered as part of an EIA.

Asbestos

Structures containing asbestos have been identified as being limited to the gaskets to the front of the boiler in the boiler house , and the gasket to the cold water storage tank. The submitted Outline Asbestos Management Plan , and Asbestos Re-Inspection Survey indicates that these are in a good/sealed condition, but that a plan is needed to manage these materials safely. The report makes recommendations in relation to the need to nominate a suitably competent person to monitor the condition of the in-situ Asbestos Containing Materials(ACM's) periodically. Furthermore, that the site may benefit from additional management actions such as labelling or the introduction of asbestos data to site induction packs. In view that a contractor has not yet been appointed to undertake the proposed demolition works , it is recommended that a condition be attached to any approval to require the submission of a finalised Asbestos Management Plan before the commencement of development, and that the development be implemented in accordance with the approved details .

Ground Conditions

It is acknowledged that there would be no intrusive works to the ground, with the slab foundation of the boiler house , chimney, switch room remaining in situ on completion . The gas holder void would be backfilled with inert fill to a depth of 14m would also remain in site on completion of the demolition works. In view of the observations received in regard to ground contamination ,conditions relating to groundwater contamination are proposed to be attached to any approval.

Prior to the demolition works commencing, the gasholder would be dewatered i.e. any water which has accumulated within the gasholder would be removed. This constitutes part of the maintenance of the gasholder, which can and would be undertaken outside of the proposed development sought under this application.

Visual impact of the works

The former gas holder and associated buildings are not listed or located within a conservation area. The existing ancillary buildings within the site have very limited or negligible architectural merit, however, the gas holder frame could be considered to be a non designated heritage asset. The removal of the gas holder will have an impact by virtue of the removal of an iconic structure visible in the skyline in this area of the City. The loss of this structure , however, needs to be considered in conjunction with the regulatory requirement from Ofgem to dismantle the

gasholders by the end of the RIIO T2 period (2026), on balance it is not considered that any visual impact would be significantly harmful to visual amenity to require consideration through an EIA. Furthermore, it is considered that the removal of the gas holder would have less than considerable harm to the setting of the Grade II lodges to Philips Park Cemetery to the east of Alan Turing Way.

Ecology

A Preliminary Ecology Appraisal accompanies the application. Three bridges and a wall were identified in the Survey Area which contained suitable roosting features for bats. However, all features are outside of the impact zone of the proposal and would not be removed or altered as part of the proposed works. The existing bridge already receives usage from vehicles pass under and the operational railway above, and hence will be subject to existing disturbance levels. There is also a vegetative buffer between the wall with roosting potential and the pipeline work area.

The woodland within the site is dense and young with none of the trees having any bat roosting suitability. The habitats within the site have limited suitability for commuting and foraging bats due to the site's small size and urbanised surroundings. However, the River Medlock, canals, and parkland in the surrounding area are suitable for commuting and foraging bats.

There was also suitable badger habitat within the site comprising of broadleaved woodland and scrub. However, the woodland and scrub would not be impacted by the proposal.

The site offers bird nesting opportunities including the gasholder structure itself, the broadleaved woodland, and scrub area, as well as the grassland, gravel, and ephemeral habitats for ground nesting species. The submitted report makes reference to a pair of breeding ravens on the gasholder structure within the site, stating that ravens are scarce breeders in Manchester according to the Greater Manchester SBI guidelines. It is therefore proposed to attach a condition in relation to the bird nesting season, to ensure there are no works to trees or shrubs shall occur or demolition commence between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present.

The report identifies mitigation measures to ensure that there will not be any adverse impacts to these protected and priority species, and to ensure that non native species are not spread during the proposed work.

The appraisal has been reviewed by Greater Manchester Ecology Unit who concur with the report conclusions. An Informative has been included in relation to Bats, the Wild Mammal (Protection) Act 1996, and invasive species

Trees

The site contains areas of green infrastructure in the form of self-seeded trees and grass. None of the trees on site are subject to Tree Preservation Orders. The removal of the gas holder and associated buildings has the potential to affect the existing vegetation due to the routing of an internal vehicle route through the site, rather than the proposed demolition works.

The siting of contractors accommodation, would take place on areas of existing hardstanding within the wider site.

Access / Impacts to the adjacent highways

Access to the gasholder will be via Broxton Street. The planning statement envisages that 20no. vehicle movements per day over the dismantling period, potentially peaking at 70no. movements per day for infilling would be required, with the demolition works anticipated to take circa 35-40 weeks and the infilling 30-40 weeks, although these stages will likely overlap. However, these are estimated timeframes and vehicular movements, which could vary

depending upon the contractor's requirements. If the programme can be reduced, this may result in a modest increase in HGV movements, but the extent (timescales) of disturbance would be reduced accordingly.

Evidently there will be fluctuations in the number of movements through the programme meaning some weeks will experience greater levels of activity and others far less. At this time prior to a contractor being appointed, these estimations are indicative and could be subject to change once the proposed works have started.

The submitted planning statement refers to a Traffic Management Plan being prepared and adhered to, in order to manage vehicle movements. It is therefore proposed that this aspect of the scheme is conditioned.

Concerns regarding the use of the Broxton Street access to the site, due to the row of terraced houses to the eastern side of the street, were raised with the planning agent with a view to access being taken from Saxon Street. The agent has responded to confirm that use of Broxton Street is a result of the following constraints to using the secondary gate from Saxon Street:

- Height restriction on railway viaduct entering site (viaduct is lower than the access from Broxburn Steet);
- Vehicle turning swept path is adjacent to Network Rail boundary retaining wall, limited space;
- Height restriction on road viaduct/ vehicle bridge entering site;
- Overhead water main;
- Live overhead high pressure gas mains running parallel with the access road beneath the viaduct;
- Above ground CGL infrastructure;
- All traffic would be required to cross over below ground high pressure mains and two below ground medium pressure mains; and
- A large amount of vegetation would be required to be cut back to facilitate this access.

It is considered that impacts arising from traffic using Broxton Street to access the site can be managed through the submission of a Transport Management Plan.

The submitted planning statement confirms that National Grid is committed to the highest standards of working practices to ensure that disturbance to the public is minimised during the period of works.

On the basis of the submitted information, it is acknowledged that there would be impacts to the local highway network, but that these would be predictable, would vary through the demolition process and be localised in nature. It is not considered that there would be any significant impact upon the highway network to warrant consideration by an EIA. It is considered that there is ample scope for vehicles to access and egress the site.

Conclusion

In light of the content of the submitted information and plans, it is not believed that the proposed demolition works will have any serious environmental impact on its surroundings. As such, the works are considered satisfactory and no further detail is required, and the requirement for prior approval of demolition would be met.

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: No objection

Reason for no objection

The City Council is satisfied that the demolition works in this case are satisfactory and will not have a significant impact on the environment. This decision is based on the following documents, stamped as received on 7th and 19th July 2022, and 3rd August 2022;

Application for Prior Notification of Proposed Gasholder and Ancillary Infrastructure Demolition ref: 70095715 dated July 2022; Demolition Notice Statement; Outline Demolition Methodology July 2022; Outline Asbestos Management Plan dated May 2022; Asbestos Re-Inspection Survey ref: P-401550 dated 23rd August 2021; Preliminary Ecological Appraisal Report dated June 2022;

Figure 1 rev.P01 Site Location plan; Figure 2 rev.P01 Site Layout plan and Structures to be demolished plan; and Figure 4 rev.P01 Final site conditions plan; Figure 5 rev.P01 Existing and Proposed Sections plan;

Figure 3 rev.P01 Proposed works plan received 3rd August 2022; content of email from Planning Agent regarding access from Broxton Street dated 3rd August 2022, and on the basis of the conditions which are attached below.

Article 35 Declaration

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

1) No work approved by this planning permission shall commence until a strategy to deal with the risks associated with contamination associated with the site and the gas holder, has been submitted to, and approved in writing by the City Council as local planning authority. This strategy will include the following components:

1. A sufficient and appropriate site investigation scheme, to provide information for a detailed assessment of the risk to all receptors that may be affected, including those offsite.
2. The development of an appropriate infilling methodology, materials management plan and necessary remediation strategy, based on the results of the investigation and assessment work in (1), demolish the gasholder and associated buildings and infrastructure, and associated restoration of site.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action.

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

Reason - To ensure that the proposed demolition of gasholder and associated buildings and infrastructure, and associated restoration of site, 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 170 of the National Planning Policy Framework, pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

2) Following the completion of the agreed works to demolish the gasholder and associated buildings and infrastructure, and associated restoration of site, a verification report demonstrating the completion of works set out in the approved remediation strategy shall be submitted to, and approved in writing, by the local planning authority.

The report shall include results of any sampling and monitoring carried out in accordance with the approved verification plan to demonstrate that successful site remediation and restoration have been achieved.

Reason - To ensure that the proposed demolition of gasholder and associated buildings and infrastructure, and associated restoration of site on land, 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 170 of the National Planning Policy Framework, pursuant to policies EN17 and EN18 of the Manchester Core Strategy (2012).

3) Prior to commencement of development a finalised Asbestos Management Plan shall be submitted to, and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details .

Reason - To ensure that the proposed demolition of gasholder and associated buildings and infrastructure, and associated restoration of site, does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of contamination pursuant to policy EN18 of the Manchester Core Strategy (2012).

4) Prior to commencement of development a finalised Demolition Method Statement shall be submitted to, and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details .

Reason - To ensure that the proposed demolition of gasholder and associated buildings and infrastructure, and associated restoration of site, does not contribute to, and is not put at unacceptable risk from or adversely affected by, unacceptable levels of contamination pursuant to policy EN18 of the Manchester Core Strategy (2012).

5) 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).

6) Prior to any above ground works a Traffic Management Plan shall be submitted to, and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details .

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

Informatives

1) In the event that any unexpected ground and/or groundwater contamination are encountered on the site, the developer is advised to cease works and call Contact Manchester on 0161 234 5004 or email contact@manchester.gov.uk for advice on how to proceed. For Groundwater issues please contact the Environment Agency at SPPlanning.RFH@environment-agency.gov.uk

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

Works should take place outside the nesting bird season (deemed March to August, inclusive). If this cannot be achieved, a nesting bird check should be undertaken prior to works and vegetation / structures removed only when the 'all clear' is given. If nests are found, then they must be left in situ until chicks have fledged.

3) Whilst the buildings to be demolished have been assessed as unlikely to support roosting bats, the applicant is reminded that under the Conservation of Habitats and Species Regulations (Various Amendments) (England and Wales) Regulations 2018 it is an offence to disturb, harm or kill bats. If a bat is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

4) It is an offence under the Wildlife & Countryside Act 1981, as amended to introduce, plant or cause to grow wild any plant listed in Schedule 9 part 2 of the Act. Species such as Japanese knotweed, Himalayan balsam and various species of Cotoneaster are included within this schedule. If any such species will be disturbed as a result of this demolition and restoration a suitably experienced consultant should be employed to advise on how to avoid an offence.

5) The site lies within proximity to the River Medlock. As such the contractors will need to ensure that potential for dust and demolition arisings to enter the River Medlock is mitigated.

6) The applicant is reminded that, under the Wild Mammal (Protection) Act 1996 it is an offence to inflict unnecessary suffering to wild mammals. Prior approval does not provide a defence against prosecution under this act.

7) 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).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Environment Agency
Greater Manchester Ecology Unit
Network Rail

Vermillion And Cinnabar, Lord North Street, Manchester, M40 8AD
Manchester Tennis And Football Centre, 9 Sportcity Way, Manchester, M11 3DU
1 Wesham Road, Manchester, M11 4SW
Bradford Road Car Sales, Bradford Road, Manchester, M40 7BT
Tasc 2010 Training Centre, Barking Street, Manchester, M40 7BN
3 Stuart Street, Manchester, M11 4DQ

1 Stuart Street, Manchester, M11 4DQ
10 Willdale Close, Manchester, M11 4DH
19 Broxton Street, Manchester, M40 7BN
Seamark, Lord North Street, Manchester, M40 8AD
254 Bradford Road, Manchester, M40 7BT
224 Bradford Road, Manchester, M40 7BT
Prestige Vans, Bradford Road, Manchester, M40 7BT
3 Hooton Street, Manchester, M40 7BP
391 Bradford Road, Manchester, M40 7BW
3 Hadlow Walk, Manchester, M40 7BJ
Lock House, 7 Alan Turing Way, Manchester, M11 4DW
Flat 1, 395 Bradford Road, Manchester, M40 7BW
Flat 2, 395 Bradford Road, Manchester, M40 7BW
222A Bradford Road, Manchester, M40 7BT
2 Energy Street, Manchester, M40 7ZQ
16 Energy Street, Manchester, M40 7ZQ
31 Energy Street, Manchester, M40 7XJ
21 Stuart Street, Manchester, M11 4DU
19 Stuart Street, Manchester, M11 4DU
17 Stuart Street, Manchester, M11 4DU
13 Broxton Street, Manchester, M40 7BN
First Floor, 254 Bradford Road, Manchester, M40 7BT
254A Bradford Road, Manchester, M40 7BT
148 Sandal Street, Manchester, M40 7BL
7 Stuart Street, Manchester, M11 4DQ
1 Hooton Street, Manchester, M40 7BP
3 Wesham Road, Manchester, M11 4SW
5 Wesham Road, Manchester, M11 4SW
Sajis Barbers, 397 Bradford Road, Manchester, M40 7BW
11 The Mews, Manchester, M40 7BG
3 The Mews, Manchester, M40 7BG
4 The Mews, Manchester, M40 7BG
17 The Mews, Manchester, M40 7BG
14 The Mews, Manchester, M40 7BG
25 Energy Street, Manchester, M40 7XJ
7 Wesham Road, Manchester, M11 4SW
11 Stuart Street, Manchester, M11 4DQ
3 Willdale Close, Manchester, M11 4DH
38 Willdale Close, Manchester, M11 4DH
35 Willdale Close, Manchester, M11 4DH
24 Willdale Close, Manchester, M11 4DH
6 Willdale Close, Manchester, M11 4DH
32 Willdale Close, Manchester, M11 4DH
20 Willdale Close, Manchester, M11 4DH
27 Willdale Close, Manchester, M11 4DH
Flat 41, 2 Stuart Street, Manchester, M11 4DG
Flat 32, 2 Stuart Street, Manchester, M11 4DG
Flat 16, 2 Stuart Street, Manchester, M11 4DG
Flat 12, 2 Stuart Street, Manchester, M11 4DG
Flat 2, 2 Stuart Street, Manchester, M11 4DG
Flat 27, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 23, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 20, Sycamore Court, Sandal Street, Manchester, M40 7BS
37 Willdale Close, Manchester, M11 4DH

28 Willdale Close, Manchester, M11 4DH
25 Willdale Close, Manchester, M11 4DH
18 Willdale Close, Manchester, M11 4DH
17 Willdale Close, Manchester, M11 4DH
1 Willdale Close, Manchester, M11 4DH
162 Sandal Street, Manchester, M40 7BL
15 The Mews, Manchester, M40 7BG
389 Bradford Road, Manchester, M40 7BW
8 Hadlow Walk, Manchester, M40 7BJ
5 Sabden Close, Manchester, M40 7AR
Flat 28, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 17, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 2, Sycamore Court, Sandal Street, Manchester, M40 7BS
18 Energy Street, Manchester, M40 7ZQ
21 Energy Street, Manchester, M40 7XJ
15 Energy Street, Manchester, M40 7XJ
112 Sandal Street, Manchester, M40 7EF
9 Energy Street, Manchester, M40 7XJ
387 Bradford Road, Manchester, M40 7BW
11 Wesham Road, Manchester, M11 4SW
9 Wesham Road, Manchester, M11 4SW
114 Sandal Street, Manchester, M40 7EF
5 Saxon Street, Manchester, M40 7BY
1C Hadlow Walk, Manchester, M40 7BJ
254B Bradford Road, Manchester, M40 7BT
Flat 2, 226 Bradford Road, Manchester, M40 7BT
86 Sandal Street, Manchester, M40 7EW
Flat 1, 226 Bradford Road, Manchester, M40 7BT
National Squash Centre, Rowsley Street, Manchester, M11 3FF
Moonlight House, 182 Bradford Road, Manchester, M40 7AS
Flat 62, 2 Stuart Street, Manchester, M11 4DG
Flat 49, 2 Stuart Street, Manchester, M11 4DG
Flat 40, 2 Stuart Street, Manchester, M11 4DG
Flat 27, 2 Stuart Street, Manchester, M11 4DG
Flat 23, 2 Stuart Street, Manchester, M11 4DG
Flat 19, 2 Stuart Street, Manchester, M11 4DG
Flat 11, 2 Stuart Street, Manchester, M11 4DG
Flat 9, 2 Stuart Street, Manchester, M11 4DG
Flat 6, 2 Stuart Street, Manchester, M11 4DG
Flat 4, 2 Stuart Street, Manchester, M11 4DG
Flat 1, 2 Stuart Street, Manchester, M11 4DG
16 The Mews, Manchester, M40 7BG
15 Broxton Street, Manchester, M40 7BN
Flat 12, Sycamore Court, Sandal Street, Manchester, M40 7BS
30 Willdale Close, Manchester, M11 4DH
29 Willdale Close, Manchester, M11 4DH
26 Willdale Close, Manchester, M11 4DH
16 Willdale Close, Manchester, M11 4DH
152 Sandal Street, Manchester, M40 7BL
7 The Mews, Manchester, M40 7BG
12 The Mews, Manchester, M40 7BG
9 Hooton Street, Manchester, M40 7BP
4 Hadlow Walk, Manchester, M40 7BJ
Flat 24, Sycamore Court, Sandal Street, Manchester, M40 7BS

Keen Distribution Ltd, 144 Bradford Road, Manchester, M40 7AS
Flat 21, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 10, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 5, Sycamore Court, Sandal Street, Manchester, M40 7BS
33 Energy Street, Manchester, M40 7XJ
118 Sandal Street, Manchester, M40 7EF
24 Energy Street, Manchester, M40 7ZQ
22 Energy Street, Manchester, M40 7ZQ
13 Energy Street, Manchester, M40 7XJ
2 Saxon Street, Manchester, M40 7BY
9 Broxton Street, Manchester, M40 7BN
100 Sandal Street, Manchester, M40 7EW
1 Saxon Street, Manchester, M40 7BY
11 Saxon Street, Manchester, M40 7BY
13 Saxon Street, Manchester, M40 7BY
1B Hadlow Walk, Manchester, M40 7BJ
98 Sandal Street, Manchester, M40 7EW
84 Sandal Street, Manchester, M40 7EW
Flat 45, 2 Stuart Street, Manchester, M11 4DG
Flat 37, 2 Stuart Street, Manchester, M11 4DG
Flat 36, 2 Stuart Street, Manchester, M11 4DG
Flat 34, 2 Stuart Street, Manchester, M11 4DG
Flat 33, 2 Stuart Street, Manchester, M11 4DG
Flat 24, 2 Stuart Street, Manchester, M11 4DG
Flat 22, 2 Stuart Street, Manchester, M11 4DG
Flat 18, 2 Stuart Street, Manchester, M11 4DG
Flat 17, 2 Stuart Street, Manchester, M11 4DG
Flat 14, 2 Stuart Street, Manchester, M11 4DG
Flat 8, 2 Stuart Street, Manchester, M11 4DG
2 Stuart Street, Manchester, M11 4DG
156 Sandal Street, Manchester, M40 7BL
2 The Mews, Manchester, M40 7BG
7 Hadlow Walk, Manchester, M40 7BJ
Flat 36, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 30, Sycamore Court, Sandal Street, Manchester, M40 7BS
5 Willdale Close, Manchester, M11 4DH
31 Willdale Close, Manchester, M11 4DH
21 Willdale Close, Manchester, M11 4DH
15 Willdale Close, Manchester, M11 4DH
14 Willdale Close, Manchester, M11 4DH
11 Hooton Street, Manchester, M40 7BP
5 Hadlow Walk, Manchester, M40 7BJ
1 Hadlow Walk, Manchester, M40 7BJ
Flat 40, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 31, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 22, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 8, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 3, Sycamore Court, Sandal Street, Manchester, M40 7BS
116 Sandal Street, Manchester, M40 7EF
110 Sandal Street, Manchester, M40 7EF
10 Saxon Street, Manchester, M40 7BY
10 Energy Street, Manchester, M40 7ZQ
23 Energy Street, Manchester, M40 7XJ
120 Sandal Street, Manchester, M40 7EF

106 Sandal Street, Manchester, M40 7EF
14 Saxon Street, Manchester, M40 7BY
7 Saxon Street, Manchester, M40 7BY
92 Sandal Street, Manchester, M40 7EW
Flat 41, Sycamore Court, Sandal Street, Manchester, M40 7BS
Enza Mercedes Benz, Briscoe Lane, Manchester, M40 2NL
94 Sandal Street, Manchester, M40 7EW
82 Sandal Street, Manchester, M40 7EW
146 Bradford Road, Manchester, M40 7AS
Flat 66, 2 Stuart Street, Manchester, M11 4DG
Flat 55, 2 Stuart Street, Manchester, M11 4DG
Flat 54, 2 Stuart Street, Manchester, M11 4DG
Flat 44, 2 Stuart Street, Manchester, M11 4DG
Flat 10, 2 Stuart Street, Manchester, M11 4DG
222 Bradford Road, Manchester, M40 7BT
5 Hooton Street, Manchester, M40 7BP
Flat 32, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 15, Sycamore Court, Sandal Street, Manchester, M40 7BS
13 Stuart Street, Manchester, M11 4DQ
8 Willdale Close, Manchester, M11 4DH
34 Willdale Close, Manchester, M11 4DH
33 Willdale Close, Manchester, M11 4DH
23 Willdale Close, Manchester, M11 4DH
13 Willdale Close, Manchester, M11 4DH
12 Willdale Close, Manchester, M11 4DH
158 Sandal Street, Manchester, M40 7BL
385 Bradford Road, Manchester, M40 7BW
1 Sabden Close, Manchester, M40 7AR
226 Bradford Road, Manchester, M40 7BT
Flat 35, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 33, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 19, Sycamore Court, Sandal Street, Manchester, M40 7BS
29 Energy Street, Manchester, M40 7XJ
16 Saxon Street, Manchester, M40 7BY
122 Sandal Street, Manchester, M40 7EF
383 Bradford Road, Manchester, M40 7BW
397 Bradford Road, Manchester, M40 7BW
19 Saxon Street, Manchester, M40 7BY
15 Wesham Road, Manchester, M11 4SW
9 Saxon Street, Manchester, M40 7BY
90 Sandal Street, Manchester, M40 7EW
74 Sandal Street, Manchester, M40 7EW
EASTLANDS TRUST LIMITED, Institute Of Sport, Rowsley Street, Manchester, M11 3FF
Flat 65, 2 Stuart Street, Manchester, M11 4DG
Flat 64, 2 Stuart Street, Manchester, M11 4DG
Flat 46, 2 Stuart Street, Manchester, M11 4DG
Flat 43, 2 Stuart Street, Manchester, M11 4DG
Flat 21, 2 Stuart Street, Manchester, M11 4DG
Flat 7, 2 Stuart Street, Manchester, M11 4DG
Flat 5, 2 Stuart Street, Manchester, M11 4DG
Flat 3, 2 Stuart Street, Manchester, M11 4DG
9 The Mews, Manchester, M40 7BG
5 Broxton Street, Manchester, M40 7BN
9 Sabden Close, Manchester, M40 7AR

3 Sabden Close, Manchester, M40 7AR
Flat 34, Sycamore Court, Sandal Street, Manchester, M40 7BS
36 Willdale Close, Manchester, M11 4DH
11 Willdale Close, Manchester, M11 4DH
19 The Mews, Manchester, M40 7BG
1 The Mews, Manchester, M40 7BG
Flat 14, Sycamore Court, Sandal Street, Manchester, M40 7BS
7 Broxton Street, Manchester, M40 7BN
9 Hadlow Walk, Manchester, M40 7BJ
Flat 26, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 11, Sycamore Court, Sandal Street, Manchester, M40 7BS
20 Energy Street, Manchester, M40 7ZQ
14 Energy Street, Manchester, M40 7ZQ
27 Energy Street, Manchester, M40 7XJ
9 Stuart Street, Manchester, M11 4DQ
3 Saxon Street, Manchester, M40 7BY
96 Sandal Street, Manchester, M40 7EW
78 Sandal Street, Manchester, M40 7EW
Philips Park Entrance Lodge, Philips Park, Stuart Street, Manchester, M11 4DQ
Sport City Visitor And Information Centre, Rowsley Street, Manchester, M11 3FF
The Clock House, 271 Briscoe Lane, Manchester, M40 2XG
Flat 58, 2 Stuart Street, Manchester, M11 4DG
Flat 56, 2 Stuart Street, Manchester, M11 4DG
Flat 50, 2 Stuart Street, Manchester, M11 4DG
Flat 31, 2 Stuart Street, Manchester, M11 4DG
Flat 29, 2 Stuart Street, Manchester, M11 4DG
Flat 25, 2 Stuart Street, Manchester, M11 4DG
13 The Mews, Manchester, M40 7BG
379 - 381 Bradford Road, Manchester, M40 7BW
Flat 7, Sycamore Court, Sandal Street, Manchester, M40 7BS
8 Saxon Street, Manchester, M40 7BY
4 Willdale Close, Manchester, M11 4DH
22 Willdale Close, Manchester, M11 4DH
250 - 252 Bradford Road, Manchester, M40 7BT
10 The Mews, Manchester, M40 7BG
10 Hadlow Walk, Manchester, M40 7BJ
19 Energy Street, Manchester, M40 7XJ
108 Sandal Street, Manchester, M40 7EF
6 Saxon Street, Manchester, M40 7BY
17 Wesham Road, Manchester, M11 4SW
80 Sandal Street, Manchester, M40 7EW
Regional Athletics Arena, Rowsley Street, Manchester, M11 3FF
Philips Park Fire Station, Briscoe Lane, Manchester, M40 2XG
Flat 68, 2 Stuart Street, Manchester, M11 4DG
Flat 61, 2 Stuart Street, Manchester, M11 4DG
Flat 48, 2 Stuart Street, Manchester, M11 4DG
Flat 38, 2 Stuart Street, Manchester, M11 4DG
Flat 35, 2 Stuart Street, Manchester, M11 4DG
Flat 26, 2 Stuart Street, Manchester, M11 4DG
Flat 20, 2 Stuart Street, Manchester, M11 4DG
Flat 15, 2 Stuart Street, Manchester, M11 4DG
Flat 13, 2 Stuart Street, Manchester, M11 4DG
150 Sandal Street, Manchester, M40 7BL
Flat 1, Sycamore Court, Sandal Street, Manchester, M40 7BS

1 Broxton Street, Manchester, M40 7BN
Flat 39, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 25, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 18, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 9, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 4, Sycamore Court, Sandal Street, Manchester, M40 7BS
11 Energy Street, Manchester, M40 7XJ
Flat 37, Sycamore Court, Sandal Street, Manchester, M40 7BS
7 Willdale Close, Manchester, M11 4DH
146 Sandal Street, Manchester, M40 7BL
Flat 38, Sycamore Court, Sandal Street, Manchester, M40 7BS
311 Bradford Road, Manchester, M40 7BW
6 The Mews, Manchester, M40 7BG
4 Energy Street, Manchester, M40 7ZQ
9 Willdale Close, Manchester, M11 4DH
2 Willdale Close, Manchester, M11 4DH
19 Willdale Close, Manchester, M11 4DH
5 The Mews, Manchester, M40 7BG
160 Sandal Street, Manchester, M40 7BL
154 Sandal Street, Manchester, M40 7BL
3 Broxton Street, Manchester, M40 7BN
2 Hadlow Walk, Manchester, M40 7BJ
17 Broxton Street, Manchester, M40 7BN
11 Broxton Street, Manchester, M40 7BN
6 Hadlow Walk, Manchester, M40 7BJ
7 Sabden Close, Manchester, M40 7AR
Flat 29, Sycamore Court, Sandal Street, Manchester, M40 7BS
Flat 16, Sycamore Court, Sandal Street, Manchester, M40 7BS
4 Saxon Street, Manchester, M40 7BY
Flat 6, Sycamore Court, Sandal Street, Manchester, M40 7BS
124 Sandal Street, Manchester, M40 7EF
12 Saxon Street, Manchester, M40 7BY
6 Energy Street, Manchester, M40 7ZQ
8 Energy Street, Manchester, M40 7ZQ
12 Energy Street, Manchester, M40 7ZQ
17 Energy Street, Manchester, M40 7XJ
393 Bradford Road, Manchester, M40 7BW
7 Hooton Street, Manchester, M40 7BP
17 Saxon Street, Manchester, M40 7BY
1 Stracey Street, Manchester, M40 7BA
5 Stracey Street, Manchester, M40 7BA
76 Sandal Street, Manchester, M40 7EW
1A Hadlow Walk, Manchester, M40 7BJ
3 Stracey Street, Manchester, M40 7BA
88 Sandal Street, Manchester, M40 7EW
15 Stuart Street, Manchester, M11 4DU
8 The Mews, Manchester, M40 7BG
The Corner House, 273 Briscoe Lane, Manchester, M40 2XG
Flat 60, 2 Stuart Street, Manchester, M11 4DG
Flat 57, 2 Stuart Street, Manchester, M11 4DG
Flat 52, 2 Stuart Street, Manchester, M11 4DG
Flat 47, 2 Stuart Street, Manchester, M11 4DG
Flat 42, 2 Stuart Street, Manchester, M11 4DG
Flat 39, 2 Stuart Street, Manchester, M11 4DG

Flat 30, 2 Stuart Street, Manchester, M11 4DG
Flat 28, 2 Stuart Street, Manchester, M11 4DG
Sport City Visitors Centre, Ashton New Road, Manchester, M11 4ZZ
PART GND 246, Bradford Road, Manchester, M40 7BT
Manchester City Football Club Ltd, Etihad Stadium, Ashton New Road, Manchester, M11 3FF
5 Stuart Street, Manchester, M11 4DQ
Flat 67, 2 Stuart Street, Manchester, M11 4DG
Flat 63, 2 Stuart Street, Manchester, M11 4DG
Flat 51, 2 Stuart Street, Manchester, M11 4DG
Flat 59, 2 Stuart Street, Manchester, M11 4DG
Flat 53, 2 Stuart Street, Manchester, M11 4DG

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 High Risk - Name: DEVELOPMENT_HIGH_RISK_AREA
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Coal Authority - Surface Coal Resources - Name: Coal bearing strata at surface
HSE COMAH Zone - H1485 MZ - Bradford Road Holder Station (East) Middle Zone
HSE COMAH Zone - H3595 MZ - Bradford Road Holder Station (West) Middle Zone
HSE COMAH Zone - H3595 OZ - Bradford Road Holder Station (West) Outer Zone
HSE COMAH Zone - H1485 IZ - Bradford Road Holder Station (East) Inner Zone
Hazard - Major Accident Hazard Pipeline - East Manchester
Hazard - Bradford Road Gas Works
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 (Less) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: CENTRAL