

Planning

Growth & Development

Delegated officer report for planning application

Application no. 134050/FO/2022

Date registered valid: 14 June 2022

Proposal: Erection of a single storey marketing suite building with associated car parking, landscaping, drainage infrastructure and other associated works for a temporary period of two years

Address: Land On The Corner Of Marston Street And Rochdale Road, Manchester, ,

Ward(s): Harpurhey Ward

Applicant: Far East Consortium International Limited C/o Agent

Agent (if any): Miss Alice Routledge Asteer Planning LLP Mynshulls House, 14 Cateaton Street, Manchester, M3 1SQ

Case officer: Emily Booth
Tel: 0161 234 4193
Email: emily.booth@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 10 August 2022

Application details

Type of application: Full Application Consent

Development type: Minor Retail

Date of site visit: 24 June 2022

Standard consultations:

Printed: 22 June 2022 Expired: 13 July 2022

Neighbour notifications

Printed: 22 June 2022 Expired: 13 July 2022

Site notice

Printed: 24 June 2022 Expired: 15 July 2022

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

This application relates to a site that is bounded by Marston Street, Rochdale Road and adjacent land to the south and west. The site is within an established residential area of Collyhurst. The area has been identified as one that can accommodate more city centre living and mixed uses as part of the wider Northern Gateway area. Surrounding commercial uses include educational uses, shops, take-aways, a car garage, a hair salon and a hotel.

There are trees, shrubs and other greenery on the site, which is located between two A Roads (Rochdale Road and Queens Road).

Rochdale Road is a major gateway route that takes traffic into the City Centre from North Manchester.

The Grade II Registered Park Queen's Park is located to the north of the application site. There are no listed buildings or structures within the site boundary and the site is not located within a Conservation Area.

The site is well located to access bus services, with the nearest stops adjacent to the site on Rochdale Road. The closest Metrolink stop to the site is Monsall, which is located approximately 700m to the northeast of the site. Queens Road is the next closest Metrolink stop to the site.

The nearest train station to the site is Manchester Victoria Station in Manchester City Centre, close to the end of Rochdale Road.

Description of development

Planning permission is sought for the construction and operation of a marketing suite on the site, which would comprise a single-storey modular building, which would be prefabricated off-site. The marketing suite would be 3 metres tall and have a gross internal area of 67.6sqm. It would be clad in steel with a 'Serene Copper' finish. The only windows would be on the front elevation, which would have a glazed shop front. Security shutters would be included in the prefabrication.

The marketing suite is proposed to market the proposed Collyhurst Village housing development.

The site also includes a lawned area, comprising hardwearing turf and ornamental planting lining the proposed walkway. The proposals include 10 car parking spaces including 1 accessible parking space and 2 cycle parking spaces.

The marketing suite would be screened from Marston Street by further ornamental planting, in addition to hedge planting which will extend to 1 metre in height.

The site would be secured by a hoarding and a fence.

There would be two sales agents working at the office, which would be open:

Monday to Wednesday - 10am to 6pm

Thursday - Friday 11am-7pm

Saturday to Sunday, 10am to 4pm

Relevant Planning History

In February 2021 application referenced 128788/FO/2020 was approved and granted planning permission for enabling works, which have now taken place and the site has been cleared ready for development to commence.

In June 2021 application referenced 129393/VO/2021 granted planning permission for the development of Land Bound by Rochdale Road, Shellard Road, Harrowby Drive, Johnny King Close, Thornton Street North, Stretton Close and Marston Street to provide 168 dwelling houses, 76 residential apartments, commercial uses and the creation of a public park with associated infrastructure works: following demolition of 29 existing residential dwelling houses.

In December 2021 an application referenced 131906/NMC/2021 approved and allowed a non-material amendment to planning permission 129393/VO/2021 to allow the reconfiguration of road widths, landscaping scheme and repositioning of Plot D.

Consultations & Notification Responses

Highway Services - Advised the following:

The dimension of car parking spaces should all accord with MCC's standard minimum requirement. There should also be a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

It is Highways understanding that the existing left turn/right turn arrangement at Rochdale Road/Marston Road will be updated as part of 129393/VO/2021 prior to first occupation and will form a left in/left out arrangement.

If the works for this application are likely to run in conjunction with the works at 129393/VO/2021 it is requested that there are two CMPs that complement one another.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

All other proposed works are acceptable.

The applicant is advised that any requirements for licensing, hoarding / scaffolding 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).

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

Environmental Health - Recommended conditions to limit construction/demolition hours, limit noise from external equipment, require the submission and agreement of a waste management plan, time limit the approval and require a contaminated land watching brief.

MCC Flood Risk Management - Recommended the following condition:

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

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

- o Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 2 year rainfall event;
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.
- o Construction details of flow control and SuDS elements.

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

Greater Manchester Police - Have confirmed that they agree to the proposed security measures.

Transport For Greater Manchester - Commented as follows:

The quantum of development falls below TfGM's requirement for a highway impact review and there are no other comments required from TfGM in respect of the traffic impact of the development.

In terms of other comments, as the use of the existing access on Rochdale Road will be intensified it may be beneficial for the access to be upgraded to provide dropped kerbs and tactile paving. TfGM would refer to the LHA to confirm whether this is considered necessary.

Greater Manchester Archaeological Advisory Service - Advised the following:

The archaeological interest in the application site was considered in a desk-top assessment that was prepared in December 2020 in support of the Collyhurst Village development. This concluded that there was no archaeological interest within the boundary of the current application. GMAAS agrees with this conclusion and is pleased to advise that archaeological matters in this instance require no further consideration as potential impact on below-ground remains will be negligible.

United Utilities Water PLC - Made comments on Water and Wastewater Services and building over or in close proximity to a water main or public sewer and recommended conditions on drainage.

Publicity - A site notice was displayed on site and letters were sent out to inform surrounding occupiers about the application. No replies were received.

Issues

The main issues for consideration relate to the acceptability of the proposals in terms of residential amenity, visual amenity, Highway issues and crime and disorder. The main policies that relate to the assessment of the proposals are policies SP1 (Spatial Principles) and CC10 (A Place for Everyone), DM1 (Development Management) of the adopted Core Strategy for the City of Manchester and saved policy DC26 (Development and Noise) of the City Council's Unitary Development Plan.

Visual Amenity

The proposed marketing suite would generally have a good quality appearance. The modern appearance of the suite would be different to nearby buildings but wouldn't look out of place and it would only be on site for two years and would be single storey and complemented by the proposed surrounding planting.

Internal shutters are preferred to external shutters as they aren't at risk of vandalism and have a better-quality appearance that keeps the windows on view and is less likely to contribute to fear of crime. However, the building is only temporary, and the shutters have been designed in to the development and would be wrapped to improve their appearance.

They are the level and type of security needed in this location.

Given the above, it is considered that the proposals are acceptable in terms of visual amenity in accordance with policies SP1 (Spatial Principles) and DM1 (Development Management) of the Adopted Core Strategy for the City of Manchester.

Principle of the Use and Contribution to Regeneration

Regeneration is an important planning consideration and there is a need to bring investment into the area, which has space for housing and good public transport links. The proposed marketing suite is related to the success of the related housing development, which would bring needed investment into the area, by assisting in the sales of the properties.

The structure would be removed after the temporary period allowing for development activity at the site. The structure therefore has no long term impact on the area.

Residential Amenity

The closest residential properties are on the other side of Rochdale Road.

All conditions recommended by the City Council's Environmental Health Service will be applied to the application.

The use could improve vitality in the area and add interest.

The proposed opening hours are acceptable.

The proposed planting could create a more welcoming environment.

Given this, the application is considered to be in accordance with policies SP 1 and DM1 of the Adopted Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester subject to the variation of condition 4 (now condition 3) to allow the premises to open between 07.00 to 00.30 on Sundays to Thursdays; and 07.00 to 01.30 on Fridays and Saturdays.

Crime and Disorder

Greater Manchester Police have confirmed that the security measures proposed by the applicant are acceptable. These measures will be required to be implemented by condition and an additional condition will require the agreement of the design and locations of the proposed boundary fence. The use would also increase activity leading to informal surveillance within the local area.

In view of the above it is considered that the proposals are consistent with policies DM1 and SP1 of the Core Strategy and saved UDP policy DC10.4.

Trees and Biodiversity

The site is located within the area that has approval for housing development. A Tree Replacement Framework was submitted and approved as part of planning application referenced: 128788/FO/2020. The proposals include ornamental planting and a lawned area.

Disabled Access

Access into and throughout the suite would be level and there would be an accessible parking place.

Given this, the proposals are considered to comply with policies CC10, DM1 and SP1 of the Core Strategy.

Highway Safety and Impacts

The location provides good links to public transport with Bus, Metrolink and rail services all within an acceptable walking distance from the development. The site is particularly close to buses on Rochdale Road and the Monsall Metrolink Station. It is anticipated that trips to/from the site will be limited and therefore not have a negative impact on the surrounding highway network.

Deliveries would be from the applicant's existing premises on the same trading estate and would not therefore impact on the highway.

It is not considered that the number of additional trips generated by the tap room will adversely affect the highway.

10 car parking spaces would be provided on site, including one disabled space. These spaces could be used by staff and visitors.

The existing layout on Rochdale Road can accommodate refuse, delivery and emergency vehicles accessing the site. The tracking demonstrates that the vehicles can enter the car park, reverse to the eastern extent and egress in forward gear. Additionally, vehicles can use the turning head to the east of the site when the car park is unavailable.

Two cycle parking spaces would be provided.

An external refuse store would be in place on the southern edge of the site and would be within the curtilage of the site. Bins would be taken to Marston Street on collection day by the sales team/contractors.

A Construction Management Plan has been submitted with the application.

The City Council as Highways Authority are satisfied that the development proposals are acceptable, and the conditions recommended by them will be applied to the application.

Given the above the proposals are considered to be in accordance with Section 4 of the National Planning Policy Framework and Policies SP1, CC4, CC5, CC10, T1, T2 and DM1 of the Core Strategy for the City of Manchester in relation to highway safety and impacts.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of

nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

In assessing the merits of an application officers will seek to work with the applicant in a positive and proactive manner to seeking solutions to problems arising in relation to dealing with the application. In this instance, this has included advice about information required to allow the approval of the application.

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

1) a) The planning permission hereby granted is for a limited period only, which shall expire on 30 October 2024.

b) The use/development for which permission is hereby granted is required to be discontinued on or before that date (30 October 2024) and all associated development shall be removed, any use of the land authorised by this permission shall be discontinued, and the land shall be reinstated/made good in accordance with a scheme previously approved within one month of the development being vacated or before the expiration of the period specified in this condition, whichever is sooner.

Reason - The use hereby approved is of a temporary nature only and pursuant to Core Strategy Policies SP1and DM1.

2) The development hereby approved shall be carried out in accordance with the following drawings and documents:

The location plan referenced 8871-BA-PD-00-DR-A- (04)091-PL2 received by the City Council as local planning authority on 14 June 2022

The drawings referenced:

8871-BA-PD-00-DR-A- (04)090-PL3
200908 00-01 Rev A
2007-445b-No.3a - A013 Rev D1
1994-EXA-00-GF-DR-L-111 Rev P03
1226-08-CIV-XX-XX-D-D-30001 Rev P04
1226-08-CIV-XX-XX-D-H-40001 Rev P04
1226-08-CIVXX-ZZ-SK-S-0001 Rev P01
1226-08-CIV-XX-ZZ-SK-S-0002 Rev P01

received by City Council as local planning authority on 14 June 2022

2007-445c-No.3a - A011 Rev C3
2007-445c-No.3a - A101 Rev C3

2007-445c-No.3a - A102 Rev C3
2007-445c-No.3a - A203 Rev C3
2007-445c-No.3a - A201 Rev C1
2007-445c-No.3a - A110 Rev C3

received by City Council as local planning authority on 26 July 2022

The following documents:

Construction Environmental Management Plan prepared by Civic Engineers
Planning Design Note - Energy Efficient Design prepared by Watt Energy
Transport Note prepared by Civic Engineers
Archaeological Letter prepared by Salford Archaeology
Ecology Letter prepared by TEP
Drainage Note prepared by Civic Engineers
The completed Waste Proforma

received by City Council as local planning authority on 14 June 2022

The Design and Access Statement prepared by Asteer Planning received by City Council as local planning authority on 29 June 2022

The letter from Asteer Planning dated 1 June 2022

The emails from Asteer Planning dated 21 July 2022 and 9 August 2022

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies EN1, SP1 and DM1 of the Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

3) No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. In order to this condition the following additional information shall be submitted to and approved in writing by the City Council as local planning authority:

a) Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 2-year rainfall event.

b) Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.

c) Results of ground investigation carried out under Building Research Establishment Digest 365. Site investigations should be undertaken in locations and at proposed depths of the proposed infiltration devices. Proposal of the attenuation that is achieving half emptying time within 24 hours. If no ground investigations are possible or infiltration is not feasible on site, evidence of alternative surface water disposal routes (as follows) is required.

d) Construction details of flow control and SuDS elements.

No surface water or foul water will be permitted to drain directly or indirectly into the public sewer. The drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

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

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

New developments shall have refuse storage space for segregated waste collection and recycling. Internal and external storage areas are required. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In order to ensure that adequate provision is made within the development for the storage and recycling of waste in accordance with policies DM1 and EN19 of the Core Strategy for the City of Manchester.

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

a) Arrangements for adoption by an appropriate public body or statutory undertaker, or management and maintenance by a resident's management company; and

b) Arrangements for inspection and ongoing maintenance of all elements of the sustainable drainage system to secure the operation of the surface water drainage scheme throughout its lifetime.

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

Reason: To ensure that management arrangements are in place for the sustainable drainage system in order to manage the risk of flooding and pollution during the lifetime of the development. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14

6) No part of the development shall be occupied until the space and facilities for the parking of 2 bicycles have been provided within the site. The approved spaces and facilities shall then be retained and permanently reserved for bicycle parking for the duration of this approved temporary use.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to transport mode, pursuant to policy T1 of the City of Manchester Core Strategy.

7) Before first occupation of the development hereby approved a signage strategy shall be submitted to and agreed in writing by the City Council as local planning authority. All signage

displayed at the property shall accord with the approved details for as long as the development hereby approved is in situ.

Reason - In the interests of visual amenity to enable careful attention to signage details and the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

8) Before first occupation of the development hereby approved full details of the appearance of the roller shutter wraps (materials, designs and area covered) shall be submitted to and agreed in writing by the City Council as local planning authority. All wraps installed at the property shall accord with the approved details for as long as the development hereby approved is in situ.

Reason - In the interests of visual amenity to enable careful attention to the level of visual clutter is required to protect the character and appearance of this building in accordance with policies SP1 and DM1 of the Core Strategy.

9) No part of the development shall be occupied unless and until the 1no. car parking space suitable for use by disabled persons has been provided in accordance with the approved documents. This parking space shall be retained and permanently reserved for use by disabled persons for duration of this approved temporary use.

Reason - To ensure that adequate provision is made for parking for disabled persons and sustainable travel, pursuant to policies CC10 and DM1 of the City of Manchester Core Strategy.

10) a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Upon completion of the development and within 3 months of the equipment becoming operational, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that above criteria is met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the noise criteria. This report shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the equipment becoming operational along with a timescale that confirms when any necessary changes will be implemented.

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

11) Prior to first occupation of the development hereby approved full details of the appearance and location/locations of the boundary treatment for the site shall be submitted to and agreed in writing by the City Council as local planning authority. The boundary treatment shall then be installed on the site; shall accord with the approved details and shall be retained for the duration of this approved temporary use.

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

12) Within the approved car park standard parking bay dimensions shall be a minimum of 2.4m x 4.8m and disabled parking bay dimensions shall be a minimum of 3.6m x 6.0m. The proposals shall also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

Reason - To safeguard everyone using the car park, in accordance with policies SP1, CC10 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

13) The development hereby approved shall include for full disabled access to be provided into and throughout the building and throughout the external area at all times.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1.

14) The development shall be carried out only in accordance with the email from Asteer Planning dated 21 July 2022 as amended by the email from Asteer Planning dated 9 August 2022. All specified security measures shall be in place prior to first occupation of the development and shall then be retained for the duration of this approved temporary use.

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

15) A dilapidation survey shall be submitted to and approved in writing by the City Council as local planning authority within three months of the completion of all construction and landscaping works. The survey shall include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. Any damage caused shall be reinstated/made good in accordance with a scheme previously approved within six months of the completion of the construction and landscaping works.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN14, EN15, EN17, EN19 and DM1 of the Manchester Core Strategy (July 2012).

16) In the event that any contamination is encountered on the site at any time before the development is completed (during the watching brief), development shall cease until a report detailing the measures, if any, that are required to remediate the land (the Remediation Strategy), is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out only in accordance with the agreed Remediation Strategy. If no contamination is found, then a post-completion report shall be submitted to and approved in writing by the City Council as local planning authority in order to evidence this within 3 months of the completion of groundworks.

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 DM1 and EN18 of the Core Strategy.

Informatives

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

2) If the applicant intends to receive water and/or wastewater services from United Utilities, they should visit our website or contact the Developer Services team for advice. This includes seeking confirmation of the required metering arrangements for the proposed development.

If the proposed development site benefits from existing water and wastewater connections, the applicant should not assume that the arrangements will be suitable for the new proposal.

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

If reinforcement of the water network is required to meet potential demand, this could be a significant project and the design and construction period should be accounted for.

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

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

United Utilities may not allow building over or in close proximity to a public sewer.

A water main crosses the site. It must not be built over, or our access to the pipeline compromised in any way. The Water Industry Act 1991 affords United Utilities' specific rights in relation to maintenance, repair, access and protection of our water infrastructure. We require an access strip as detailed in our 'Standard Conditions for Works Adjacent to Pipelines', a copy of which accompanies this letter. The applicant must comply with this document to ensure pipelines are adequately protected both during and after the construction period. It also includes advice regarding landscaping in the vicinity of pipelines.

It is the applicant's responsibility to demonstrate the exact relationship between any United Utilities' assets and the proposed development. Developer's should investigate the existence and the precise location of water and wastewater pipelines as soon as possible as this could significantly impact the preferred site layout and/or diversion of the asset(s) may be required. Where United Utilities' assets cross the proposed red line boundary, developers must contact our Developer Services team prior to commencing any works on site, including trial holes, groundworks or demolition.

Unless there is specific provision within the title of the property or an associated easement, any necessary disconnection or diversion of assets to accommodate development, will be at the applicant/developer's expense. In some circumstances, usually related to the size and nature of the assets impacted by proposals, developers may discover the cost of diversion is prohibitive in the context of their development scheme.

Where United Utilities' assets exist, the level of cover to United Utilities pipelines and apparatus must not be compromised either during or after construction and there should be no additional

load bearing capacity on pipelines without prior agreement from United Utilities. This would include earth movement and the transport and position of construction equipment and vehicles. Consideration should also be applied to United Utilities assets which may be located outside the applicant's red line boundary. Any construction activities in the vicinity of our assets must comply with our 'Standard Conditions for Works Adjacent to Pipelines' or national building standards.

The applicant or developer should contact our Developer Services team for advice if their proposal is in the vicinity of water or wastewater pipelines and apparatus. It is their responsibility to ensure that United Utilities' required access is provided within their layout and that our infrastructure is appropriately protected. The developer would be liable for the cost of any damage to United Utilities' assets resulting from their activity. See 'Contacts' section below.

4) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council's Environmental Health Service. Call 0161 234 5004 or email contact@manchester.gov.uk:

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

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

5) In the event that ground and/or groundwater contamination and/or ground gas 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.

6) Prior to the commencement of the works included within application referenced 129393/VO/2021 you are advised to discuss the need for an amended construction management plan that takes the requirements of the construction of application referenced 129393/VO/2021 and the requirements of the construction of the site subject of this application with Highway Services via Contact Manchester (Tel. 0161 234 5004).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
The Coal Authority

Unit 6, Winthrop Avenue, Manchester, M40 7UQ
Unit 7, Winthrop Avenue, Manchester, M40 7UQ
Unit 8, Winthrop Avenue, Manchester, M40 7UQ
6 Hillman Close, Manchester, M40 8LB
1 Overcombe Walk, Manchester, M40 7TH
29 Keyhaven Walk, Manchester, M40 7TF
2 Hillman Close, Manchester, M40 8LB
111 Thornton Street North, Manchester, M40 8JT
37 Keyhaven Walk, Manchester, M40 7TF
35 Keyhaven Walk, Manchester, M40 7TF
33 Keyhaven Walk, Manchester, M40 7TF
31 Keyhaven Walk, Manchester, M40 7TF
27 Keyhaven Walk, Manchester, M40 7TF
4 Hillman Close, Manchester, M40 8LB
113 Thornton Street North, Manchester, M40 8JT

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
Area Team Boundary - Name: CENTRL