

Application Number	Date of Appln	Ward
125990/FO/2020	21st Jan 2020	Miles Platting & Newton Heath Ward

Proposal Erection of a part 4, part 5 storey building to form 100 residential apartments (Use Class C3a) together with ground floor commercial floorspace (Use Classes A1, A2, A3, B1 and D1) (211 sqm) and erection of 39 two and three storey dwellinghouses (Use Class C3a) along with associated access, landscaping, boundary treatment and car parking.

Location Land Off Oldham Road (A62), Dulverton Street, Holyoak Street And Droylsden Road, Manchester

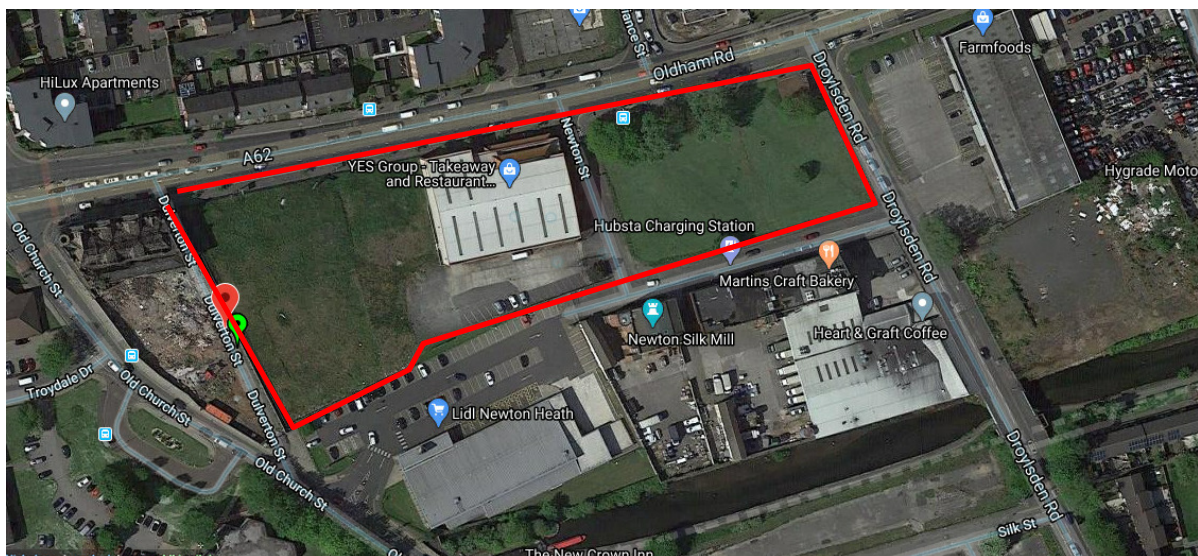
Applicant Mrs Judy Noah, One Manchester Limited & L2 Property Limited, Lovell House, Archway 6, Hulme, Manchester, M15 5RN,

Agent Mr Euan Kellie, Euan Kellie Property Solutions, Landmark House, Station Road, Cheadle, SK8 7BS

Key Date Any further comments on this application to be received no later than 10.00am on 26 May 2020.

Description

This 1.10 hectares site is bounded by Oldham Road (A62) to the north, Droylsden Road to the east, the Lidl car park and Holyoak Street to the south and Dulverton Street to the west. The site consist of two individual parcels of land which are open grassland and a two storey building formerly occupied by the YES Group. The site is located in the Newton Heath and within the boundaries of its district centre.



Aerial view of the application site in red

The surrounding area is a mixture of residential and commercial developments. There are residential properties to the north along Oldham Road. A single storey Farmfoods and associated car park to the east off Droylsden Road. A Lidl food store and associated car park together with Newton Silk Mill, commercial buildings and yard space associated with Martins Craft Bakery and Heart and Graft Coffee to the

south. The partially derelict former Rosedale Building is located to the west of the site with residential properties and the commercial heart of the district centre beyond this.

The Rochdale Canal is located to the rear of the Lidl Supermarket to the south

The area is highly sustainable. The Newton Heath and Moston tram station is a short walk from the application site which provides connections to the city centre as well as Manchester Victoria Train Station and north towards Oldham and Rochdale Town Centres.

Newton Heath District Centre is characterised by a number of shops, supermarkets, services and takeaway facilities within a short walk of the application site, largely linear in format and either side of Old Church Street..

The Proposal

The proposal comprises a part 4, part 5 storey building to form 100 new residential apartments together with ground floor commercial floorspace (Use Classes A1, A2, A3, B1 and D1 (211sqm) together with 39 new homes within two and three storey properties.

The development would provide a range of new property types comprising:

- 41 one bedroom, two person apartments;
- 59 two bedroom, three person apartments;
- 14 two bed, three person dwellings; and
- 25 three bedroom dwellings.

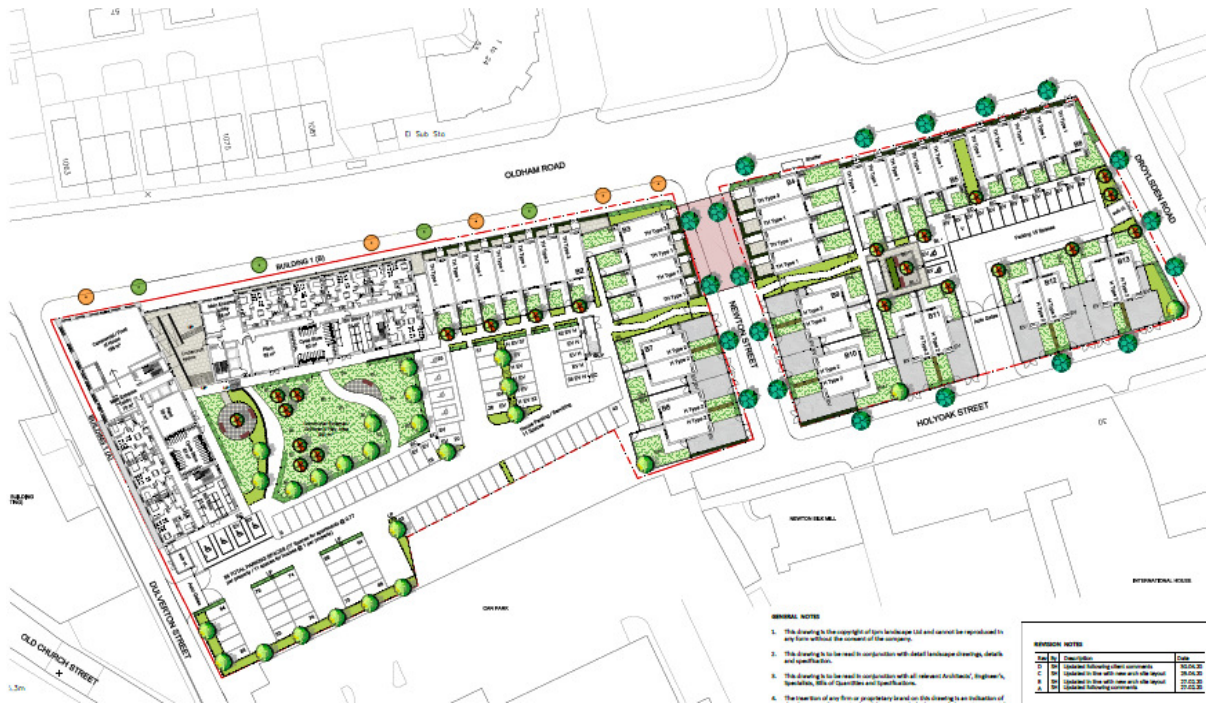
At 71%, the majority of the new homes created as part of the development would be two or more bedrooms thereby offering a range of choice and accommodation that would principally be attractive to families as well as accommodating smaller households and those wishing to downsize. This development would be entirely affordable with 100 of the properties available as social rent and 39 as affordable rent provided by the applicant, One Manchester.

The site layout would consist of a building for the apartments on the corner of Oldham Road and Dulverton Street. The main pedestrian entrance to the apartment building would be located off Oldham Road together with entrances to the commercial unit and ground floor residential apartments providing natural surveillance and activity to both frontages.

An 88 (including 8 disabled spaces) space car park would be located to the rear of the apartment building with 77 spaces available for the occupants of the apartments and 11 spaces for the dwellings which back onto this area. Access to the car park would be provided off Dulverton Street. A 903 sqm communal external/ children's play area would also be provided at the rear of the apartment building.

A series of townhouses would continue the frontage along Oldham Road to Droylsden Road. Car parking for these properties would be provided in the communal car park to the rear of the apartment building or in a communal car park accessed of Holyoak Street.

Two storey dwellings would also front either side of Newton Street together with fronting Holyoak Street. These dwellings would have in curtilage car parking with associated boundary treatment and secure front and rear gardens.



Proposed layout of the development

The apartment building and dwellings would be constructed in a red brick with decorative detailing, deep window reveals and contemporary boundary treatments. This approach would complement the older brick buildings which remain in the area as well as the emerging brick character of more recent developments.



View of the apartment building on the corner of Oldham Road and Dulverton Street



View of the dwellings at the corner of Newton Street and Holyoak Street

The development also provides the opportunity for new street trees along Oldham Road, Droylsden Road, Newton Street and Holyoak Street.

Consultations

Local residents/public opinion

The proposal has been advertised as a major development and of being of public interest. A site notice was displayed at the site, a press notice has been placed in the local paper and local residents and businesses were notified.

Three letters of objection have been received in respect of this matter and the comments are summarised below:

- The scale of the development would create a pinch point with the narrow lanes that exist on this section of Oldham Road. Pedestrians already walk too close in front of the bus stop. This development would bring more footfall to the area making the situation worse. This could be mitigated by tree planting or a planter;
- Two commercial businesses on Holyoak Street object to the proposal on the grounds of traffic, noise and parking:
 - o Traffic –There is a large volume of traffic from the businesses during the day and night throughout the year. The transport assessment has not fully considered the operations of these business and how traffic would be impacted at different times on different days. The proposed layout and amendment to Holyoak Street would conflict with servicing and parking for the businesses resulting in congestion and potential

conflicts. The operations of the business would be affected if restrictions are introduced to Newton Street and Holyoak Street resulting in more congestion on Droylsden Road. Currently HGVs cut across a section of Newton Street which would be removed as a result of the proposal leading to congestion and traffic issues. This would restrict the growth of the businesses which are currently working to 50% of overall capacity.

- Noise – The noise assessment is inadequate and did not take account of the full commercial activities of the adjacent commercial businesses. There is significant noise generated from the HGV movements and manufacturing processes. The application should be refused on the grounds that that the proposal has not monitored existing noise levels appropriate nor devised a scheme which would minimise the impact of existing operations on the proposal;
- Parking – The proposal has indicated car parking for visitors who would then park on Holyoak Street which would obstruct traffic from the commercial businesses and also restrict the businesses ability to also park on the street.

Highway Services

No objection subject to the provision of a robust travel plan, appropriate cycle storage, provision of car parking and disabled parking space within the site and appropriate servicing arrangements being put in place. There should also be a series of highways works which should be put in place in the interest of highway and pedestrian safety which includes restricting the uncontrolled right turn onto Oldham Road from Dulverton Street and Newton Street, widening of Dulverton Street, crossing and tactile paving to the Dulverton access and junction with Old Church Street and footway improvement works. A construction management plan should be agreed.

Environmental Health

The waste management strategy for the development is acceptable. Further details are required in respect of the acoustic insulation of the apartments together with details of any plant. Further details are required in respect of ground conditions remediation. The electric car

Flood Risk Management Team

The drainage strategy should be agreed which maximise blue and green infrastructure. A verification report shall be submitted on completion of the works.

Neighbourhoods (Trees)

The proposal provides the opportunity for street trees along Oldham Road and Droylsden Road.

Environment Agency

The application site has been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. Appropriate land contamination measures should be put in place.

Greater Manchester Ecology Unit

The existing building has the potential to support roosting bats. Further survey works has been carried out which demonstrates that bats were not evident. The new gardens and landscaping associated with the development will lead to biodiversity enhancements.

Greater Manchester Archaeology Unit

There are potential remains of mid to late 19th century residential, commercial, religious and educational buildings. Further site investigations should be undertaken and secured by planning condition.

Design for Security at Greater Manchester Police

The Crime Impact Statement submitted with the application should be implemented.

Oldham Metropolitan Borough Council

No objection subject to a management plan for construction vehicles to minimise the impact on Oldham Road.

Land Interest

The Chief Executive is advised that the City Council has an interest in the application site as landowner and is therefore reminded she must disregard this and exercise her duty as Local Planning Authority only.

Policy

The Development Plan

The Development Plan consists of:

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

The Core Strategy Development Plan Document 2012 -2027 is the key document in Manchester's Local Development Framework. It sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in

Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles – This is a development site within Newton Heath District Centre. The development would bring change in the form a high quality residential led scheme to this part of the city in a highly sustainable location.

SO2. Economy – High quality residential accommodation in a sustainable location such as this, would support the economic growth of the city. The development would support local employment during the construction phases.

S06. Environment – The development would be low carbon and highly sustainable using up to date energy efficiency measures in the fabric and construction of the building. Low carbon measures in the form of electric car charging points, street trees and an efficient drainage scheme would all have benefits. The development is supported by a robust travel plan and 100% cycle provision. Provision would be made available for disabled occupants.

Policy SP1 ‘Spatial Principles – The proposal would have a positive impact on visual amenity and the character of the area. The design and appearance of the building would provide a high quality addition to the street scene and complement existing developments in the area.

Policy T1 ‘Sustainable Transport’ - The site has access to a range of public transport modes.

Policy T2 ‘Accessible areas of opportunity and needs’ - A transport assessment and travel plan demonstrates that the proposal would have minimal impact on the local highway network and would encourage the use of sustainable forms of transport.

Policy H1 ‘Overall Housing Provision’ – The proposal is a high density development on a previously developed site in a highly sustainable location. A range of accommodation would be provided on site and the larger apartments and townhouses would be particularly attractive to families. High quality amenity spaces would be provided with an outdoor communal garden for the apartments and secured rear gardens from the dwellings. There would be adequate cycle and waste management arrangements which would support on site recycling objectives.

Policy H2 ‘Strategic Housing Location’ – The proposal would add to the supply of good quality accommodation in a highly sustainable part of the city. The fabric would

be efficient with other sustainable features such as photovoltaics and sustainable drainage principles.

Policy H4 ‘East Manchester’ – The proposal would provide high density accommodation with 71% of the homes being two bedroom or larger which would be available to families.

Policy H8 ‘Affordable Housing’ – The proposal would be 100% affordable with 100 homes available for social rent and 39 affordable rent. The affordable housing threshold in line with the policy would be secured through the City Council’s land interest in the site.

Policy EN1 ‘Design principles and strategic character areas’ - This high quality scheme would enhance the local area.

Policy EN3 ‘Heritage’ - The impact on the historic environment would be acceptable and this is considered in further detail within the report.

Policy C1 ‘Centre Hierarchy’ – The development would support the local catchment area and the vitality and viability of Newton Heath District Centre through the introduction of much needed affordable housing in the local area.

Policy C2 ‘District Centres’ – The provision of a housing led scheme within the district centre would support the vitality and viability of the centre and together with the proposed commercial unit would bring new footfall and activity to the centre. The proposal would adopt sustainable building design and contribute towards climate change objectives.

Policy C4 ‘East Manchester District Centres - Eastlands, Gorton, Newton Heath and Openshaw’ – This proposal offers a residential led mixed use development with a 211 sqm commercial unit on the corner of Dulverton Street and Oldham Road. This meets the policy requirement for new housing in the district centre with a high quality and inclusive development that improves the character and quality of the centre and the way it functions.

EN4 ‘Reducing CO₂ emissions by enabling low and zero carbon development’ – The proposal would have energy efficient fabric. It would have a low level of onsite car parking (including bays for disabled people) and a robust travel plan and cycle provision. The proposal includes renewable technologies to ensure energy demands are sustainable and low carbon.

Policy EN5 ‘Strategic areas for low and zero carbon decentralised energy infrastructure’ - The building would be energy efficient and travel planning would promote sustainable travel patterns.

Policy EN6 ‘Target framework for CO₂ reductions from low or zero carbon energy supplies’ - The buildings functions would seek to reduce overall energy demands. The building fabric is considered to be high quality and energy costs should remain low. Renewable energy would be used on site to ensure sustainable energy is used.

Policy EN9 'Green Infrastructure' – The development would provide street trees which would have biodiversity benefits.

Policy EN14 'Flood Risk' - A scheme to minimise surface water runoff would be agreed.

Policy EN15, 'Biodiversity and Geological Conservation' - The site has limited ecological value and the planting proposed would represent a significant biodiversity enhancement. No clearance of the limited vegetation at the site should take place during bird nesting season.

Policy EN16 'Air Quality' - The proposal would not compromise air quality and would include measures to minimise the impact on air quality.

Policy EN17 'Water Quality' - The proposal includes water saving measures and would minimise surface water runoff.

Policy EN18, 'Contaminated Land' – The ground conditions at the site are not complex and can be adequately dealt with.

EN19 'Waste' – Recycling principles are incorporated in the waste management strategy.

Policy DM1 'Development Management' - Careful consideration has been given to the design, scale and layout of the building.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

Saved Policy DC7 'New Housing Developments' – The proposal represents a high quality accessible development.

Saved policy DC26, Development and Noise - The impact from noise sources would be minimised and further mitigation would be secured by planning condition.

Saved policy DC19 'Listed Buildings' - The proposal would result in development in the setting of a listed building. Any harm which arises as a consequence of this would be mitigated and the reasons are set out within the report.

Saved Policy DC20 ‘Archaeology’ – The proposal would appropriately mitigate the below aground archaeology through careful recording and achieving of the details which are considered to be of local significance.

Saved policy E3.3- The proposal would provide a high quality building along Oldham Road and would enhance the appearance of this main radial route.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 ‘Design’ – outlines the City Council’s expectations that all new developments should have a high standard of design making a positive contribution to the City’s environment;
- Paragraph 2.7 states that encouragement for “the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.
- Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area would determine the character and design of both new development and open spaces. It would be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.
- Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations.
- Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and landmarks,

should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

Manchester Residential Quality Guidance (2016)

The City Council's Executive endorsed the Manchester Residential Quality Guidance in 2016. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that would help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester becomes a City of high quality residential neighbourhood and a place for everyone to live.

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

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

Manchester Green and Blue Infrastructure Strategy 2015

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

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

By 2025 high quality, well maintained green and blue spaces would be an integral part of all neighbourhoods. The city's communities would be living healthy, fulfilled

lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses would be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models would be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

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

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

National Planning Policy Framework (2019)

The revised NPPF was adopted in July 2018 and re-issued in February 2019. The document states that the *'purpose of the planning system is to contribute to the achievement of sustainable development'*. The document clarifies that the *'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs'* (paragraph 7).

In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 *'Delivering a sufficient supply of new homes'* states that *a sufficient amount and variety of land should come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay'* (paragraph 59).

Para 64 states that at least 10% of housing is for affordable homeownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 *'Promoting Healthy and Safe Communities'* states that *planning policies and decisions should aim to achieve healthy, inclusive and safe places* (paragraph 91).

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

help to reduce congestion and emissions, and improve air quality and public health' (paragraph 103).

Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 109).

All developments that will generate significant amounts of movement should be required to provide a travel plan.

Section 11 '*Making effective use of land*' states that '*planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions*' (paragraph 117). Decisions should support development that makes efficient use of land, taking into account: the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; local market conditions and viability; the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and the importance of securing well-designed, attractive and healthy places. (Paragraph 122)

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 123 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 '*Achieving Well Designed Places*' states that '*the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this*' (paragraph 124).

Planning decisions should ensure that developments: will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

In determining applications, great weight should be given to outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of

design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 131).

Section 14 '*Meeting the challenge of climate change, flooding and coastal change*' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 148).

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

Section 16 '*Conserving and enhancing the historic environment*' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance. As a minimum the relevant historic environment record should have been consulted and the heritage assets assessed using appropriate expertise where necessary. Where a site on which development is proposed includes, or has the potential to include, heritage assets with archaeological interest, local planning authorities should require developers to submit an appropriate desk-based assessment and, where necessary, a field evaluation (paragraph 189).

Further, the NPPF sets out the factors local planning authorities should take account of in relation to heritage assets, which includes:

- a) the desirability of sustaining and enhancing the significance of heritage assets and putting them to viable uses consistent with their conservation;
- b) the positive contribution that conservation of heritage assets can make to sustainable communities including their economic vitality; and
- c) the desirability of new development making a positive contribution to local character and distinctiveness. (Paragraph 192)

In considering the impacts of proposals, paragraph 193 states that the impact of a proposal on the significance of a designated heritage asset, great weight should be given to the asset's conservation (and the more important the asset, the greater the weight should be). This is irrespective of whether any potential harm amounts to substantial harm, total loss or less than substantial harm to its significance.

Paragraph 194 goes on to state that any harm to, or loss of, the significance of a designated heritage asset (from its alteration or destruction, or from development within its setting), should require clear and convincing justification.

Paragraph 196 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

The effect of an application on the significance of a non-designated heritage asset should be taken into account in determining the application. In weighing applications that directly or indirectly affect non-designated heritage assets, a balanced judgement will be required having regard to the scale of any harm or loss and the significance of the heritage asset (paragraph 197).

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

Planning Policy Guidance (PPG)

The relevant sections of the PPG are as follows:

Air Quality provides guidance on how this should be considered for new developments. Paragraph 8 states that mitigation options where necessary will be locationally specific, will depend on the proposed development and should be proportionate to the likely impact. It is important therefore that local planning authorities work with applicants to consider appropriate mitigation so as to ensure the new development is appropriate for its location and unacceptable risks are prevented. Planning conditions and obligations can be used to secure mitigation where the relevant tests are met.

Examples of mitigation include:

- the design and layout of development to increase separation distances from sources of air pollution;
- using green infrastructure, in particular trees, to absorb dust and other pollutants;
- means of ventilation;
- promoting infrastructure to promote modes of transport with low impact on air quality;
- controlling dust and emissions from construction, operation and demolition; and
- contributing funding to measures, including those identified in air quality action plans and low emission strategies, designed to offset the impact on air quality arising from new development.

Noise states that ‘Local planning authorities’ should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur;
- whether or not an adverse effect is occurring or likely to occur; and

- whether or not a good standard of amenity can be achieved.

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

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

Design states that where appropriate the following should be considered:

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

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

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

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

Other legislative requirements

Section 16 (2) of the Planning (Listed Building and Conservation Areas) Act 1990 (the "Listed Building Act") provides that "in considering whether to grant listed building consent for any works to a listed building, the local planning authority or the Secretary of State shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses"

Section 66 Listed Building Act requires the local planning authority to have special regard to the desirability of preserving the setting of listed buildings. This requires more than a simple balancing exercise and considerable importance and weight should be given to the desirability of preserving the setting. Members should consider whether there is justification for overriding the presumption in favour of preservation.

Section 72 of the Listed Building Act provides that in the exercise of the power to determine planning applications for land or buildings within a conservation area, special attention shall be paid to the desirability of preserving or enhancing the character or appearance of that area.

Issues

Planning History

117787/FO/2017: Change of use from vacant warehouse (Sui Generis) to gymnasium Use Class D2 with associated elevational alterations at 1290 Oldham Road Manchester M40 1EZ **APPROVED** 26 January 2018

Principle of the redevelopment of the site and contribution to regeneration

The redevelopment of this 1.10 hectare site would offer a significant and unique regeneration opportunity for Newton Heath. The proposal would support economic sustainable growth and enhance the vitality of Newton Heath, the district centre and the Oldham Road streetscape through the provision of well-designed, sustainable new homes.

East Manchester has also been identified as an area for high density residential growth. Whilst much of the recent development activity has focused around other parts of East Manchester, such as Miles Platting, Ancoats and New Islington, there are key sites in and around Newton Heath district centre which are ready for development in order to support economic growth and regeneration through the provision of new homes.

The application site comprises two parcels of land;

- A vacant warehouse building fronting Oldham Road together with ancillary car parking and grassed area which is currently secured by boundary treatment; and
- A grassed area with open access bounded by Oldham Road, Droylsden Road, Holyoak Street and Newton Street.

The entire site falls within Newton Heath district centre as identified within the Core Strategy (policies C2 and C4) and the majority of the site (with the exception of the footprint of the warehouse building) have been identified in the Manchester Strategic Housing Land Availability Assessment (SHLAA) as a site which has the capacity to come forward for housing.

This is to support Manchester's growing population; the need for new homes of the right quality and tenure is crucial to support this increasing population. New housing specifically in district centres is also supported where it would contribute positively to the overall vitality and viability of the centre.

This proposal would contribute 139 new homes towards the target of 2,500 new homes required per year. All of the new homes proposed would be affordable, a mixture of social and affordable rent, thereby enhancing the housing stock for those with specific accommodation requirements.

A communal garden would be provided for the apartment building and individual private gardens for the dwellings. The layout of the site would complement and enhance the linkages to the district centre providing footfall and activity.

As already set out 71% of the new homes proposed would have two or more bedrooms which would be suitable and attractive to families. The remaining one bedroom accommodation would be aimed at smaller households and those who are able to downsize enabling larger homes within the applicant's portfolio to become available for families. The space standards for the homes would be consistent with the City's adopted space standards.

This development would create jobs and support the needs of a skilled workforce through the creation of construction jobs. There would also be the opportunity for local employment as part of the operations of the commercial unit. The applicant has a strong social value policy which includes ensuring that their development proposal create new jobs in the local economy. This includes creating work placements for local residents including apprenticeships, work experience, career mentoring and opportunities for those people furthest away from the labour market. There is also support for new and small business through workshops and creation of links and support networks within their supply chains and subcontractors.

A mandate is included in all development contracts to work with skills and employment teams in order to provide work placement opportunities, access to entry level employment opportunities and new apprenticeships allied to construction.

A local labour agreement would be agreed with the applicant for the construction element in order to capture the local employment opportunities for this development

A 211 sqm commercial unit for use Classes A1, A2, A3, B1 or D1 would anchor the corner of Oldham Road and Dulverton Street opening up and activating a currently underutilised but important street within the district centre. Residents, visitors and shoppers would all benefit from a revitalisation of this part of the district centre which would benefit directly from improvements to the public realm in this area which would be delivered by this proposal. This would include reinstatement and improvements to footways to make them more safe and usable together with the inclusion of street trees, active frontages and a safer highway arrangement for vehicle movements.

The grassed area bounded by Oldham Road, Droylsden Road, Holyoak Street and Newton Street although identified within the City Council 2009 Open Space Study as

such it was included in the SHLAA for providing new homes. Its redevelopment for a high quality, sustainable housing scheme which benefits the overall vitality and viability of the district centre has therefore to be balanced against the displacement of the grassed area. It is considered balance lies clearly in its development.

The new homes would be consistent with growth priorities and as part of meeting the objectives of policies C2, C4, H1 and H4 of the Core Strategy. These homes would meet the demands of a growing economy and population on a well-connected, highly sustainable brownfield site together with contributing towards carbon reduction objectives. It is now necessary to consider the impact of the proposal in detail below.

Affordable Housing

Policy H8 establishes that new development should contribute to the City-wide target for 20% of new housing being affordable and 20% should be used as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The amount of affordable housing should reflect the type and size of development as a whole and should take into account factors such as an assessment of local need, any requirement to diversify housing mix and the need to deliver other key outcomes, particularly regeneration objectives.

The application proposes 139 new homes, 100 of which would be available for social rent and 39 affordable rent. This would be secured through the City Council's land interest at the site to ensure the development remains compliant with the policy. The mixture of social rent and affordable rent is an appropriate mix of affordable housing and meets identified housing needs in this part of the City.

Climate change, sustainability and energy efficiency

The proposal would be a low carbon development in a highly sustainable location with excellent access to public transport for residents and visitors.

Sustainability principles would be incorporated into the construction process in terms of minimising and recycling of waste, efficiency in terms of vehicle movements and sourcing and use of materials.

Whilst there is car parking at the development, each of the individual dwellings would be fitted with a 7kw fast charging electric car charging point. There would be 77% car parking for the apartments and 10% of those spaces would be fitted with a fast charging point with an opportunity for this to be reviewed as part of the travel plan. The number of spaces for the apartments is an acknowledgement of the sustainable location which would not have a material detrimental impact on local air quality.

A robust travel plan would encourage residents to take advantage of the excellent public transport in the area which would go some way to reducing overall vehicle trips from the site. There would be a secure cycle store for residents of the apartment

building which would contain 116 spaces and an individual and communal cycle stores for the dwellings.

The apartment building fabric would be highly efficient with energy saving measures incorporated into the design in the form of lighting, power and ventilation measures. A 31 KWP photovoltaic array would be installed to the roof of the apartment building.

The dwellings would be entirely electric and would not be fitted with gas boilers and would also have a highly efficient fabric and lighting systems. The applicant is also still exploring the possibility of photovoltaic panels being installed to the dwellings to further reduce carbon.

These measures would achieve a site wide reduction in CO₂ over Part L (2010) of the Building Regulations of 16.11%. This reduction exceeds the requirements of policy EN6 which seeks to achieve a 15% reduction in CO₂ on Part L (2010) Building Regulations. There is an opportunity to reduce this further once the applicant has finalised measures and the overall carbon reduction is likely to be greater over the lifetime of the development as the electricity grid decarbonises. A post construction review would form part of the planning conditions to verify that this reduction has been achieved.

A drainage scheme would also minimise the flow rates of surface water into the surrounding network and the soft landscaping within the public realm would adopted sustainable principles as much as possible.

There would also be the provision of new green infrastructure in the form of 65 new trees shrubs and other soft landscaping within the areas of public realm and footways.

Impact on the historic environment and cultural heritage

The application site is not located within a conservation area and does not contain any listed buildings. The site is in close proximity to Newton Silk Mill (Grade II) and 30 Holyoak Street a three storey former mill building which has historic and heritage interest and could be considered to be a non-designated heritage asset.

Legislation and planning policy seek to preserve or enhance the character, appearance, and historic interest which heritage assets possess. Sections 16, 66 and 72 of the Planning (Listed Buildings and Conservation Areas) Act 1990 (“P(LBCA)A 1990”) require that ‘special regard’ be paid in taking decisions affecting listed buildings and their settings.

A heritage assessment has considered the impact of the proposal on the historic environment as required by paragraph 189 of the NPPF.

Newton Silk Mill was constructed in 1832 and formed one of a series of textile mills in Newton Heath and provides an architectural reminder of the former local textile industry. The building was recently used as offices by the NHS and it is now used as ancillary storage space for the adjacent bakery.

The Mill is constructed of pink brick with some sandstone detailing, mainly seen in the over-head window lintels. A large portion of the rear of the building was demolished post-war; what remains is an irregular rectangle, with the front elevation facing Newton Street. It has a symmetrical design of four bays with a stair tower on its west side. The main entrance is on the west elevation behind the stair tower, at upper ground floor level. The mill is of four storeys with an addition of both an attic and a half-cellar. The north elevation features a semi-circular window at attic level spanning the two central bays with brick headers and a small stone sill. Directly below this window is a smaller sandstone plaque which contains no lettering and on the third floor a much larger rectangular plaque reads '1832/NEWTON SILK MILL'. There are four windows to each floor on this elevation, with an additional window in the west stair tower at every floor level. All these windows are of 20th century plastic framed UVPC.

The significance of the building is derived from its architectural interest relating to its early industrial design. It is also of historic interest due to its integral role in the early industrialisation of Newton Heath, due to the proximity to the Rochdale Canal.

The proposal would result in some instances of low level harm to the setting of the Grade III listed Newton Street Silk Mill and 30 Holyoak Street (non-designated) due to the current open nature of the application site which, once development, would provide more restrictive views of the listed building and the non-designated asset.

This impact would result in a very low level of less than substantial harm to the heritage assets. Any harm should be outweighed by the public benefits that would be delivered, in accordance with the guidance provided in paragraphs 196 of the NPPF together with the objectives of sustainable development in paragraph 8.

There are substantial public benefits as a result of this proposal which outweigh this low level of harm to the setting of the listed building and non-designated heritage assets.

The current condition of the application site has a neutral impact on the setting of the listed building and non-designated heritage asset. The proposal would comprehensively regenerate this partially vacant brownfield site, within a highly sustainable location, with a high quality affordable residential led development which would provide affordable homes. The benefits of the scheme are fully set out in the report.

The layout, scale and appearance of the development is considered to be entirely appropriate for this site as it would complement surrounding development whilst respecting the setting the listed building and non-designated heritage asset which would remain clearly legible.

The proposal has been laid out around the original street pattern. As such, the new dwellings fronting Newton Street would preserve and frame the historic view and setting of the listed building when looking down Newton Street from Oldham Road. The setting and view of 30 Holyoak Street would also be preserved when looking down Holyoak Street from Droylsden Road.



View from Oldham Road looking down Newton Street towards Newton Silk Mill (Grade II)

The façades of the development would be of the highest quality with deep window reveals, decorative features and high quality boundary treatment to all road frontages together with street trees and other soft landscaping. The appearance of the proposal has taken influence from the surrounding historic context and provides a unique development for this area.

Alongside the design quality of the development, the scheme would incorporate low carbon principles in its design. The dwellings and apartment buildings fabric would be highly efficient together with use of electric for the dwellings and renewable technologies for the apartments.

The proposal would cause a low level of harm which would be less than substantial harm and would be outweighed by the considerable public and regeneration benefits that have been detailed above.

It is considered, therefore, that, notwithstanding the considerable weight that must be given to preserving the setting of the listed building required by virtue of S66 and S72 of the Listed Buildings Act, and paragraph 193 of the NPPF, the harm caused would be less than substantial and would be outweighed by the public benefits of the scheme and meet the requirements set out in paragraph 196 of the NPPF.

Impact on Archaeology

An archaeological assessment notes that archaeology may exist and that the existing building on site have some local significance. GMAAS consider that it would be appropriate to undertake a programme of works on any remains and ground excavations to record the archaeology. Following completion of the works, and depending on the quality of the archaeological investigations, there should be some form of commemoration of the remains. A condition should be imposed to this affect

to satisfy the requirements of policy EN3 of the Core Strategy and saved policy DC20 of the UDP.

Impact on Ecology

An ecological appraisal concludes that the development would not result in any significant or unduly harmful impacts to local ecology given the current condition of the site. Greater Manchester Ecology Unit concur with the findings.

Street trees and enhancement to green infrastructure from the new gardens and landscaping will benefit and attract wildlife, at the site and in the area in line with policy EN9 of the Core Strategy and therefore improve biodiversity.

Impact on trees and green infrastructure

There are 7 individual trees at the application site and three groups of trees. These trees have been subject to an arboricultural assessment and are classified as follows:

- Category B – 3 individual trees;
- Category C – 4 individual trees.

Two of the group trees are category B with the remaining group category C.

The proposal would result in the removal of the trees from the application site. The City Arborist has raised no objection to the proposal on the basis that tree planting forms part of the plans along Oldham Road and Droylsden Road.

The proposals have been updated to reflect these comments and now include the planting of 20 semi-mature street trees, 23 trees within the communal apartment amenity area and within the car park together with 22 fruit trees across the development. There is also a commitment from the applicant to review the condition of the existing street trees along Oldham Road to determine if replacements are necessary. This equates to 65 new trees at the site together with shrub planting and other low level landscaping. This is considered acceptable and suitably mitigates against the loss of the trees and would help improve the overall biodiversity at the site.

Layout, scale, external appearance and visual amenity

The layout and scale of the proposal has been influenced by a number of key factors in order to create a development of the highest quality with active street frontages and linkages with the wider district centre.

The layout of the proposal would provide a strong building line of development along Oldham Road ascending in scale towards the city centre and the former Rosedale Building. The 5 storey apartment building would anchor the corner of Oldham Road and Dulverton Street announcing the development and animating the site/building entrance. The scale of development gradual decreases to 3 storey and then 2 storey between Newton Street and Droylsden Road. Oldham Road would be activated by

the main pedestrian entrance to the apartment building together with the individual entrances to the dwellings.



Proposed street scene along Oldham Road (including view down Newton Street of Grade II Newton Silk Mill)

The apartment building will also activate Dulverton Street through the inclusion of a ground floor commercial unit which would wrap around to the Oldham Road frontage. This would encourage footfall and activity along this street and into the district centre.



Proposed street scene along Dulverton Street

A communal garden area and car park (for the apartments and some of the dwellings fronting Oldham Road) would be provided to the rear of the apartment building accessed off Dulverton Street. A further communal car park for the remaining Oldham Road fronted dwellings would be accessed off Holyoak Street. The remaining dwellings would have in curtilage car parking.

Views of the Grade II listed Newton Silk Mill from Oldham Road, down Newton Street, would be framed by the two storey dwellings which will flank either side Newton Street. Two storey dwellings will also activate and animate Holyoak Street. The layout is also characterised by green elements in the form of the communal garden area to the rear of the apartment building, front and rear gardens to each of the dwellings and the inclusion of street trees to all streets.



Proposed street scene along Holyoak Street

The proposed layout and scale of proposal would complement the character, scale and order of development in the surrounding area as well as providing an appropriate response to Oldham Road. The transition in scale, mass and density along Oldham Road to its highest points adjacent to the former Rosedale Building would form an appropriate architectural response along this key corridor.

The lower scale, semi-detached houses along Newton Street and Holyoak Street, set further away from the pavement edge, will help to maximise visibility to the listed building and mill building along Holyoak Street but also provide a different character and subservient feel to this part of the proposal.

Its appearance would reinforce the materiality, geometry and traditional detailing which is found in the local area but reinterpret this in a modern form. The proposal will be constricted of a variety of tones of red brick to reflect the palette found in the local area amongst the industrial buildings and older terrace housing.

The façade of the dwellings would contain key features which would ensure that they are of the highest quality. Deep window reveals would animate the elevations together with brick detailing in the form of projecting and recessed brickwork which would provide further articulation. There would also be regular repeating windows of the same proportions on the façade to provide a strong finish to the elevations. There will be a recessed to the doorway to provide further interest and depth to the elevations. Pitched roofs provide a strong rhythm to the roof profile echoing the industrial nature of the area.



Typical façade detail for the dwellings

The apartment building also contains many of the architectural features included in the dwellings such as deep window reveals, regular and repeating window arrangements together with recessed and projecting brick work below the windows.

This provides a strong vertical emphasis to the building expressing further the height and scale of the apartment building. The main entrance and base of the building is highlighted with a double height expression of recessed brick work. Full and half gables to the roof profile, which are linked by a zinc façade, contribute to the change in scale and form of the apartment building. The overall effect is of a warehouse style development which is evident within the local area.



Typical façade details for the apartment building

Overall the design is considered to be high quality offering an individual and distinctive piece of architecture for Newton Heath. The scale of the proposal is appropriate in this location and the materials deliver a simple and effective façade treatment. Conditions of the planning approval will ensure that the materials are appropriate and undertaken to the highest standard.

Contribution to Improving Permeability, Public Spaces and Facilities and Provision of a Well Designed Environment

The layout of the development would utilise the existing road layout providing natural surveillance to the Oldham Road, Newton Street, Holyoak Street and Droylsden Road. The permeability through the existing road layout would be retained.

The footways and carriageway around the site would be upgraded to ensure that they are suitable and safe for pedestrians. The footways are considered wide enough to provide street trees therefore the plans have been updated to reflect this. There are existing street trees along parts of the Oldham Road frontage which are in a poor condition and consideration would be given to determine if they need to be replaced.

The residents of the apartment building would have access to a communal garden area to the rear of the building. The residents of the dwellings would all have access to private garden which would be of a suitable size for outdoor recreation, drying of clothes and storage.



Image of the proposed communal garden for the apartment building

Boundary treatment would be provided to all the key frontages in the form of a low wall and contemporary style railings against a backdrop of soft landscaping to complement the architecture. This would form the boundary treatment for the apartments and dwellings. Divisional fencing would be used to separate rear gardens together with rear boundary walls to communal areas such as car parking. The car parking area and communal garden would be secured by new 2.1 high railings and gates. Driveways to the dwellings would be permeable to assist with drainage



View along Holyoak Street from Droylsden Road (30 Holyoak Street on the left hand side) detailing the boundary treatment to the new dwellings and street trees

Effects on the Local Environment/ Amenity

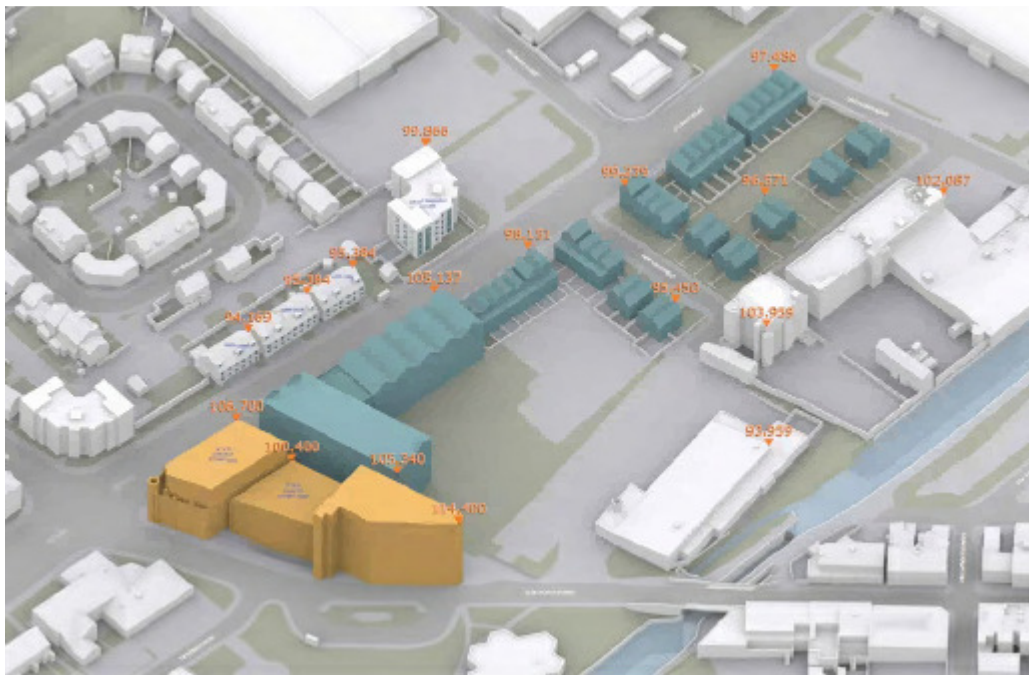
(a) Sunlight, daylight, overshadowing and overlooking

An assessment has been undertaken to establish the likely significant effects of the proposal on the amount of daylight and sun light received by properties which surround the site. Consideration has also been given to any instances of overlooking which would result in a loss of privacy.

To assess the surrounding existing properties, the BRE guidelines have been used to provide a method for assessing daylight – Vertical Sky Component (VSC) and No Sky Line (NSL) methods. For the assessment of sunlight, the approach considers the Annual Probable Sunlight Hours (APSH) for a reference point on a window (i.e. if a window point can receive at least 25% APSH, then the room should still receive enough sunlight).

The following properties were assessed as part of the survey:

- 1063-1081 Oldham Road;
- 53 Ivy Graham Close;
- Old Church Street – 095431/REP/2011/N1 (former Rosedale Building).



Plan showing the former Rosedale building (yellow), 1063 Oldham Road and 53 Ivy Graham Close opposite

In determining the impact of the development on available daylight and sunlight, consideration should be given to paragraph 123 (c) of section 11 of the NPPF which states that when considering applications for housing, a flexible approach should be taken in terms of applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

A summary of the impacts is set out below:

1063-1081 Oldham Road

1063-1082 Oldham Road, a row of two storey dwellings, is situated directly opposite the site on the northern side of Oldham Road and would face the apartment element of the proposal.

In terms of daylight there were 50 windows assessed of which 13 would meet the BRE target criteria for VSC. There would be 23 windows that would see a reduction of 20-30% of the BRE target which is only marginally outside of the 20% that BRE consider would be noticeable by an occupier. As such, the impacts could not be considered to be unduly harmful. The remaining 14 windows would be reduced by 30-40%. All of the windows would continue to receive at least 22% VSC against the suburban target of 27%.

For NSL, 8 out of 50 of the rooms would continue to meet the NSL target. All rooms except 2 would receive a direct view of the sky to at least 50% of their room area, which, for a dense radial route such as this is acceptable. It should be noted that 32 of these rooms are bedrooms for which the guidance recognises as having a lower requirement for daylight and the remaining 10 rooms are kitchens.

The proposal would cause a low level of harm to the daylight of these properties but this is not unusual along a main radial route such as Oldham Road which has higher density development. It should also be noted that the principle living rooms for these properties are on the rear elevation. These main rooms would be unaffected by the development and continue to receive high levels of daylight. As the main living rooms do not face 90 degrees due south no sunlight assessment is required.

53 Ivy Graham Close

53 Ivy Graham Close, a three storey apartment building, is situated directly opposite the site on the northern side of Oldham Road and would face the two and three storey dwellings.

The assessment indicates that all windows and rooms would continue to meet the targets set out in the BRE guidance.

Old Church Street – 095431/REP/2011/N1 (former Rosedale Building)

The former Rosedale Building, a three storey building, is situated to the west of the application site on the opposite side of Dulverton Street and would face the 4 and 5 storey elements of the apartment element of the proposal. There is an extant planning permission (095431) would see the site redeveloped with a part 10, part 6, part 5 storey building behind the retained facade of the Rosedale Building to form 114 apartments and ground floor retail.

In assessing the impact of the proposal on the extant permission at the former Rosedale site, it should be noted that the BRE guidance recognises that there should be flexibility when applying the BRE guidance given it is unrealistic for existing

developments, such as the extant scheme, to expect to maintain the current levels daylight and sunlight.

The guidance therefore states that proposed developments should be assessed against the height and proportions of existing buildings, in this case the extant permission, with considering the VSC and APSH targets.

This position is echoed in the NPPF (paragraph 007) which states that in areas of high-density historic buildings, or city centre locations where tall modern building predominate, lower daylight and sunlight levels at some windows may be unavoidable if new developments are to be in keeping with the general form of their surroundings.

Against that context, the assessment demonstrates that 87 out of 112 windows within the extant permission when assessed for VSC would receive daylight levels which would not be noticeably different if the development under consideration now was of the same height and mass. There would be 15 windows which would reduce by 20-30% and 10 which would reduce by 30-40%.

Where a neighbouring building is consented, but not yet occupied, the BRE advocates that an assessment of Average Daylight Factor (ADF) is used. Out of 85 rooms considered, 79 would meet the BRE ADF targets. There would be 6 rooms that would fall short of the target and 33 rooms which would receive more ADF with the proposed development in place as opposed to a development of similar scale to the extant planning permission.

49 out of 85 rooms would meet the NSL target with 36 rooms falling short (of which 13 would be kitchen diners). A further 13 kitchen/diners would have more daylight in place than if a development was completed which was of similar mass and scale to the Rosedale permission.

In terms of sunlight, there would only be two kitchen diners with windows overlooking the proposed development that face 90 degrees due south and both would meet the BRE target.

Overall, when taking account of paragraph 123 (c) of section 11 of the NPPF, whilst it is acknowledged that the proposed development would cause a degree of harm to some of the surrounding developments, this is limited and would not be such to warrant refusal of this planning application.

In terms of overlooking, the distances between 1063-1081 Oldham Road and 53 Ivy Graham Close are considered to be acceptable particularly given they are separate by Oldham Road. The proposed development is separated from the extant planning permission at the former Rosedale site by Dulverton Street which provides approximately 8 separation between the two developments which, given that the developments would be based around the existing road layout, is not unusual or unacceptable.

(b) TV reception and broadband connectivity

The proposal is unlikely to affect TV reception or broadband connectivity. A condition would require of a post completion survey to be undertaken to verify that this is the case and that no additional mitigation is required.

(c) Air Quality

The boundary of the site, due to its proximity to Oldham Road, is within an Air Quality Management Area (AQMA) where air quality conditions are known to be poor as a result of vehicular emissions. An air quality report notes that during the construction phases there could be impact from dust, earth works/construction and vehicle emissions. This would be minimised through good practices which should remain in place for the duration of the works and should be a condition of the approval.

The proposal would provide 100% parking for the individual dwellings with 77% parking for the apartment building. This reflects the sustainable location of the site. Shops and amenities are within a short walk of the site together with bus services from Oldham Road and tram services from Dean Lane providing access into the city centre and towards Oldham and Rochdale Town Centres. All of the car parking spaces for the dwellings would be fitted with a 7kw electric car charging point. 10% of the apartment's car parking spaces would be fitted with a charging point and future demand reviewed by the travel plan.

There would be a 116 cycle space across two stores located on the ground floor of the apartment building and individual cycle stores for the dwellings. This provision would allow residents a real alternative to the car and take advantage of the local cycle routes particularly along the Rochdale Canal into the city centre.

A mechanical ventilation system would ensure that air intake to the apartments would be fresh and free from pollutants.

Environmental Health concur with the conclusions and recommendations within the air quality report. The proposed mitigation measures would be secured by planning condition and the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there would be no detrimental impact on existing air quality conditions as a result of the development.

Noise and vibration

A noise assessment identifies the main sources of noise would be from construction activities and noise ingress to the new homes from external noise, particularly from nearby roads such as Oldham Road and the close proximity to commercial activities associated with the district centre. There would noise transfer between the commercial accommodation and the residential uses above.

Noise levels from the construction would be acceptable provided that the strict operating and delivery hours are adhered to along with the provision of an acoustic site hoarding, equipment silencers and regular communication with nearby residents. This should be secured by a planning condition.

The main source of noise to the apartments and dwellings is likely to be from traffic on the surrounding roads, particularly Oldham Road, and the noise generated by nearby commercial activities particularly servicing of business off Holyoak Street and servicing and movements on the adjacent Lidl and Farmfoods sites. There are unrestricted servicing to the business off Holyoak Street with restricted servicing for Lidl and Farmfoods.

Although the development would be in close proximity to these commercial activities, this is a typical arrangement in district centre locations.

The concerns of commercial businesses off Holyoak Street are acknowledged. In accordance with the principle of 'agent of change' the applicant has had to take account of the likelihood of potential impacts from existing business. In response, the apartment building and dwellings would be appropriately insulated and fitted with the required glazing specification to minimise the impact from these external noise sources. Confirmation has been provided that the required specification can be achieved in this instance and the final details would be agreed by planning condition. There would be no unduly harmful impacts on future residential amenity provided appropriate acoustic measures are implemented.

Appropriate acoustic insulation of the proposed ground floor commercial unit would be required along with restrictions to the operating hours would be required which should be secured by planning condition.

Provided that construction activities are carefully controlled and the residential and commercial accommodation are appropriately insulated, the proposal would be in accordance with policy DM1 of the Core Strategy, extant policy DC26 of the UDP and the NPPF.

Waste management

Each individual dwellinghouse would have a dedicated refuse storage area within the secure rear garden. This would store the required 240 litre bins for general refuse, pulpable recycling, mixed recycling and garden waste. Each property would also be provided with a 23 litre caddy for food waste.

For the apartment building, the building would be serviced by two 51 sqm refuse stores located internal to the building. Across the two refuse stores the following refuse receptacles would be provided:

- 12 No 110 Litre General Waste;
- 5 No 1100 Litre Pulpable Recycling;
- 5 No 1100 Litre Mixed Recycling; and
- 2 x 240 Litre Food Waste.

Each apartment would have separate storage areas for refuse, recyclable and compostable materials. The waste would be taken to the designated waste stores. The refuse would be removed from the store to a collection area within the rear car parking area to ensure that no collections are required to take place from the street.

The waste stores would meet Council standards and should be conditioned as part of the approval.

Accessibility

All main entrances to the apartment building and dwellings would have level access. The upper floors of the apartment building would be accessible by lifts and internal corridors would be a minimum of 1500mm. All apartments have been designed to space standards allow adequate circulation space. There would be parking space for disabled people with 8 spaces being designated.

Flood Risk/surface drainage

The site is located in flood zone 1 'low probability of flooding' and within a critical drainage area where there are complex surface water flooding problems from ordinary watercourses, culverts and from the sewer network. An increase in surface water run-off and/or volume from new developments may exasperate local flooding problems.

A drainage statement has been considered by the Council's flood risk management team and consideration should be given to how the drainage systems would prevent surface water run off along with an examination of the introduction of sustainable urban drainage principles and their future management. In order to satisfy the provisions of policy EN14 of the Core Strategy, it is recommended that the approval, verification and monitoring of the drainage forms part of the conditions of the planning approval.

Impact on the highway network/car/cycle parking and servicing

A transport statement notes that all sustainable transport modes are nearby such as the Oldham Road bus corridor together with the Moston and Newton Heath tram stop (on Dean Road) a short walk from the application site. This connects the site to the city centre (including Manchester Victoria Rail Station) and Oldham and Rochdale Town Centres. The transport assessment indicates that the proposal would have a minimal impact on the surrounding highway network.

There would be 100% car parking for the dwellings, either in curtilage or within the two communal car parking areas and these would all be fitted with a 7kw fast charging point. There would be 77 car parking spaces available for the apartments (77%) which includes 8 disabled spaces and 10% of these spaces would be fitted with a fast charging point.

The proposal also supports cycling with 116 cycle racks and 150 lockers across two internal stores on the ground floor of the apartment building. For the dwellinghouses, each curtilage would be fitted with a secure store.

A robust travel plan would support the ongoing travel needs of residents and this would be secured by planning condition.

Servicing would take place for the apartment building from within the car parking area which is accessed off Dulverton Street. The dwellings would be serviced directly from Holyoak Street and Newton Street. The arrangements are considered to be acceptable.

The proposal, which would bring further activity to the area, would require certain highway improvements in order to ensure a safe pedestrian and highway environment. Such proposals include removing the uncontrolled right turn manoeuvres to and from Oldham Road from the junction of Dulverton Street and Newton Street, widening the southern half of Dulverton Street along its eastern kerb line to accommodate adequate carriageway and footway width, dropped crossing and pedestrian tactile paving at both the Dulverton Street access and junction with Old Church Street together with perimeter footway improvements to Newton Street and Holyoak Street.

The concerns of local businesses along Holyoak Street are noted and further consideration has been given to this to ensure that their servicing operations remain unaffected by the development both during construction and when the development is occupied.

A construction management plan would be agreed which ensures that servicing of the commercial units would remain unaffected by construction activities associated with this proposal.

When the development is occupied, swept paths have demonstrated that the largest servicing vehicle from the business can make the manoeuvre from the service yard onto Holyoak Street and onto Oldham Road via Droylsden Road. Modification and widening to the junction of Holyoak Street and Newton Street would be required to continue to facilitate servicing along this route (which is currently the preferred route of the HGVs) without overrunning the footway (which is currently what occurs).

Further feasibility work would be required to determine this and this should be explored through the conditions of the planning condition. Notwithstanding this, the existing businesses would not be materially impacted by the proposal given the servicing arrangements would still be able to take place via Holyoak Street/Droylsden Road.

The applicant has agreed these works which would be specified within the planning conditions.

The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition of the planning approval is that the CIS is implemented in full as part of the development in order to achieve Secured by Design Accreditation.

Ground conditions

A ground conditions report provides notes that further ground investigations, including gas monitoring, are required to inform the final remediation strategy. A verification report should confirm that the agreed remediation has been carried out. This approach should form a condition of the planning approval in order to comply with policy EN18 of the Core Strategy.

Local Opinion

The site is largely vacant and therefore any development would bring with it an increase of activity. It is acknowledged that some of the existing businesses located off Holyoak Street have expressed concern about its redevelopment and the potential the impact on their operations, particularly the ability to continue to service their premises and operate without future complaints from future residents.

Current servicing from these businesses appears to largely take place via Newton Street rather than utilising the existing traffic controlled junction at Droylsden Road. The proposal would seek to restrict right turn manoeuvres onto Oldham Road for any vehicle type from both the Newton Street and Dulverton Street junctions on the grounds of highway safety.

Through appropriate tracking, it has been demonstrated that the largest servicing vehicle associated with the Holyoak Street businesses could be undertaken via Droylsden Road and Newton Street (with the latter requiring modification to the highway). The businesses are therefore able to continue to service and operate without undue impact arising from the proposal.

Concern has also been expressed that the noise generated from the existing businesses has not been appropriately considered. Residential development located within a district centre context is not unusual and are evident across the city. The important factor is how the two uses can co-locate without each impacting on the other through such matters as appropriate acoustic insulation and attenuation of the residential accommodation. Physically the developments are also sufficiently separated to help minimise impact. On balance the noise from the surrounding uses is unlikely to be detrimental to the amenities of these properties and not to such a degree to warrant refusal of this planning application.

With regards to removal of parking provision on Holyoak Street, the creation of the dropped kerbs and means of access would inevitably limit available on street parking in the area along with the introduction of no waiting restrictions on Newton Street as required by Highway Services. However, it is not considered that the proposal would generate undue parking pressures given the level of parking available for the occupants of the development together with the site being in a highly sustainable location.

Street trees would be introduced to Oldham Road which would assist in providing a buffer between the pedestrian areas and the highway.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is recommended that the permitted development rights that would normally allow the change of use of a property to a HMO falling within use classes C3(b) and C3(c) be restricted and that a condition be attached to this effect. This is important given the emphasis and need for family housing in the city.

It is also considered appropriate to remove the right to extend the dwellings alter the roof and remove boundary treatments without express planning permission as these would, it is envisaged, could undermine the design quality of the scheme and in respect of boundary treatment, remove important and high quality features form the street scene.

Conclusion

The proposal would have a significant impact on the regeneration of Newton Heath and would contribute to the supply of high quality affordable housing. Active frontages and high quality façades would make a positive contribution to the main radial route of Oldham Road as well as the setting of an adjacent listed building. The building would be of a high level of sustainability and high quality materials thereby reducing CO2 emissions.

There would be a modest impact on the setting of adjacent listed buildings and non-designated heritage assets. These are low level impacts that are outweighed by the public benefits that the scheme would deliver in terms of removing this low quality site and providing new homes.

There would be minimal impact on the surrounding buildings in terms of daylight and overlooking distances are reasonable and will not result in a loss of privacy.

Consideration has also been given to potential impacts in existing businesses which are highly valued. The layout of the development and together with acoustic measures should protect both proposed occupiers and the businesses. It has further been demonstrated that servicing could continue via Droylsden Road.

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 the right to a fair hearing and to this end the Chief Executive 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 polices 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 of the application is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the appearance of the building along with other matters arising from the consultation and notification. The proposal is considered to be acceptable and therefore determined within a timely manner.

Conditions to be attached to the decision

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings

T8130 D 0 001 Rev P1, Ref: T8130 D 0 002 Rev P1, T8130 D 0 020 Rev P4, T8130 D 0 030 Rev P4, T8130 D 0 040 Rev P4, T8130 D 0 051 Rev P3, T8130 D 0 052 Rev P3, T8130 D 0 053 Rev P3, T8130 D 0 251 Rev P3, T8130 D 1 151 Rev P4), T8130 D 1 152 Rev P4, T8130 D 1 251 Rev P3, T8130 D 1 252 Rev P5, T8130 D 1 261 Rev P2), T8130 D 1 262 Rev P1, T8130 D 2 151 Rev P4, T8130 D 2 251 Rev P2, T8130 D 2 252 Rev P4, T8130 D 2 253 Rev P2, T8130 D 4 151 Rev P3, T8130 D 4 251 Rev P3, T8130 D 5 151 Rev P3, T8130 D 5 251 Rev P3, T8130 D 7 151 Rev P3, T8130 D 7 251 Rev P3, T8130 VS 0 001 Rev P2, T8130 VS 0 002 Rev P2, T8130 VS 0 003 Rev P2, T8130 VS 0 004 Rev P2, T8130 VS 0 005 Rev P2 and T8130 VS 0 006 Rev P2) stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020

3538 101 Rev D stamped as received by the City Council, as Local Planning Authority, on the 30 April 2020

Supporting information

Pe-construction TV signal impact study prepared by Astbury, Daylight and sunlight report (ref. 1090-SW-20-0115) prepared by GIA, Preliminary Ecology Appraisal prepared by Urban Green (ref. UG390_eco_pea_01) stamped as received by the City Council, as Local Planning Authority, on the 17 January 2020

Transport Assessment prepared by Curtins (ref. 74056-CUR-00-XX-RP-TP-001 V02), Interim Travel Plan (ref. 74056-CUR-00-XX-RP-TP-002 V02), Flood risk assessment and drainage strategy prepared by Curtins (ref. 074031-CUR-00-XX-RE-C-92000), phase 1 preliminary risk assessment (ref. 074031-CUR-00-XX-RP-GE-001 Rev V01) and ground investigation report (ref. 074031-CUR-00-XX-RP-GE-002 Revision: V01) prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 22 January 2020

Crime Impact Statement (Version A) prepared by Design for Security at Greater Manchester Police and Archaeology report prepared by ARS stamped as received by the City Council, as Local Planning Authority, on the 14 February 2020

Heritage Assessment prepared by Kathryn Sather and Associates, Broadband connectivity survey (SPO-1857), Arboricultural Impact Assessment (ref. UG390_ARB_AIA_01 Rev 02) prepared by Urban Green ,Noise impact assessment (ref. 27467/N/A/Rev02) prepared by Hann Tucker stamped as received by the City Council, as Local Planning Authority, on the 27 February 2020

Ventilation strategy report prepared by PSD (ref: CF/CA/1857/VS_Issue 1 –dated February 2020), Planning Policy Compliance Statement prepared by Euan Kellie Property Solutions, Air Quality report prepared by Wardell Armstrong stamped as received by the City Council, as Local Planning Authority, on the 28 February 2020

Environmental Statement prepared by PSD (ref. CF/CA/1857_issue 2) stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020

Design and Access Statement (ref. T8130 OT 0001 Rev P5) stamped as received by the City Council, as Local Planning Authority, on the 4 April 2020

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1 and DM1 of the Core Strategy.

3) No development groundworks shall take place until the applicant or their agents or successors in title has secured the implementation of a programme of archaeological works. The works are to be undertaken in accordance with a Written Scheme of Investigation (WSI) submitted to and approved in writing by the City Council, as Local Planning Authority. The WSI shall cover the following:

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

-Archaeological evaluation through trial trenching;;

- dependent on the above, open excavation and recording (subject to a separate WSI)

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

- Production of a final report on the significance of the archaeological and historical interest represented.

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

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

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

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

Reason- To record and advance understanding of heritage assets impacted on by the development and to make information about the heritage interest publicly accessible pursuant to policy EN3 of the Manchester Core Strategy (2012), saved policy DC20 of the Unitary Development Plan for the City of Manchester (1995) and NPPF.

4) No demolition works or vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

5) a) The development shall not commence until, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

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

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

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes

about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

6) Notwithstanding the flood risk and drainage strategy prepared by Curtains (ref. 0 74031-CUR-00-XX-RE-C-92000) stamped as received by the City Council, as Local Planning Authority, on the 22 January 2020:

(a) the development shall not commence until a scheme for the drainage of surface water for the development has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Maximise use of green SuDS solution;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- 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;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.
- As proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) evidence of pollution control measures (preferably through SuDS) is required.
 - Hydraulic calculation of the proposed drainage system;
 - Construction details of flow control and SuDS elements.

(b) the development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) Notwithstanding the phase 1 preliminary risk assessment (ref. 074031-CUR-00-XX-RP-GE-001 Rev V01) and ground investigation report (ref. 074031-CUR-00-XX-

RP-GE-002 Revision: V01 prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 22 January 2020:

(a) the development shall not commence until the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of further gas monitoring;
- Submission of a remediation strategy.

Once approved, the development shall then be carried out in accordance with the approved details.

(b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion / Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development.

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

Reason - There is evidence of site contamination at the application site which requires further consideration and examination. In particular, details of outstanding gas monitoring is required to be submitted for consideration and an appropriate remediation strategy prepared. This is pursuant to policy EN18 of the Manchester Core Strategy (2012).

8) Prior to the commencement of the development, a detailed construction management plan outlining working practices during construction shall be submitted for approval in writing by the City Council, as local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Details of Wheel Washing;
- Dust suppression measures;
- Compound locations where relevant;
- Consultation with local residents and businesses including ensuring that operations of existing businesses remain unaffected by construction activities
- Location, removal and recycling of waste;
- Routing strategy and swept path analysis;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.

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

Reason - To safeguard the amenities of nearby residents and businesses, highway safety and air quality, pursuant to policies SP1, EN16, EN19 and DM1 of the Manchester Core Strategy (July 2012).

9) Prior to the commencement of the development samples and specifications of all material to be used on all external elevations and boundary treatments of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The specification shall include the agreement of a materials panel which shall include samples and specifications of all materials to be used on all external elevations of the development along with window reveals, soffits, jointing and fixing details, details of the drips to be used to prevent staining, ventilation/louvre details, air bricks and a strategy for quality control management.

The approved materials used shall then be implemented as part of the development.

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

10) Notwithstanding drawing drawings T8130 D 1 261 Rev P2, T8130 D 1 262 Rev P1, T8130 D 2 253 Rev P2 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, prior to any above ground works details of the window reveals and soffits for the apartment building and the dwellings shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the extent of the window reveals and soffit details shall be as follows:

- Apartment building minimum 200mm; and
- Dwellings minimum 182.5 mm;
- Soffits – brick.

The approved window and soffit detail shall be implemented as part of the development.

Reason – In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

11) The boundary treatments shall be carried out in accordance with drawings T8130 D 0 040 Rev P4 and T8130 D 0 251 Rev P3 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020. The approved details shall be implemented as part of the development and be in place prior to the first occupation of development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason – In the interest of visual amenity and security of the site pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

12) The development hereby approved shall be carried out in accordance with the Environmental Statement prepared by PSD (ref. CF/CA/1857_issue 2) stamped as received by the City Council, as Local Planning Authority, on the 6 March 2020. For the avoidance of doubt the development shall achieve an overall a site wide reduction in CO2 over Part L (2010) of the Building Regulations of a minimum of 16.11%.

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

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

13) Prior to the first occupation of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt this shall include:

- Verification reporting providing photographic evidence of construction;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.
- Timescale for implementation

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason – To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14)

(a) Notwithstanding drawing 3538 101 Rev D stamped as received by the City Council, as Local Planning Authority, on the 30 April 2020, prior to the first occupation of this development, details of hard and soft landscaping treatments (including appropriate samples of materials and specification and size of trees) shall be submitted to and approved in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of the development. If within a period of 5 years from the date of the planting of any tree or

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

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

15)

(a) Prior to the first occupation of the residential element of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16)

(a) Prior to the first occupation of the residential element of the development a scheme for acoustically insulating the proposed residential accommodation against noise from Oldham Road, the local traffic network and surrounding commercial uses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L_{Aeq} (individual noise events shall not exceed 45 dB L_{Amax,F} by more than 15 times)
Living Rooms (daytime - 07.00 - 23.00) 35 dB L_{Aeq}
Gardens and terraces (daytime) 55 dB L_{Aeq}

(b) Prior to the first use of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17)

(a) Prior to the first use of the commercial unit as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, a scheme of acoustic insulation shall be submitted for approval in writing by the City Council, as Local Planning Authority.

Where entertainment noise is proposed the Laeq shall be controlled to 10 dB below the La90 (without entertainment noise) in each octave band at the façade of the nearest noise sensitive location, and internal noise levels at structurally adjoined residential properties in the 63Hz and 125 Hz octave bands shall be controlled so as not to exceed (in habitable rooms) 47 and 41 dB, respectively

The approved scheme shall then be implemented and retained and maintained for as long as the development remains in use.

(b) Prior to the first use of each commercial unit, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

Reason - In order to limit the outbreak of noise from the commercial premises pursuant to policies SP1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

18) The waste management arrangements for the residential element hereby approved shall be carried out in accordance with the waste management profoma (T8130 OT 0 002 Rev P2) and drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020.

The details shall be implemented prior to the first occupation of the residential element of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the residential element of the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

19) Prior to the first use of the commercial unit as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, a waste management strategy and location of waste storage for the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - To ensure adequate refuse arrangement are put in place for the commercial element of the development pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

20) Prior to the first use of the commercial unit, as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, details of a scheme to extract fumes, vapours and odours from that commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall then be implemented prior to the first use of the commercial units and thereafter retained and maintained in situ.

Reason - To ensure appropriate fume extraction is provided for the commercial unit pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC10 of the Unitary Development Plan for the City of Manchester (1995).

21) Prior to the first use of the commercial unit as indicated drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, details of any roller shutters to the ground floor of the commercial unit shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt the shutters shall be fitted internally to the premises. The approved details shall be implemented prior to the first use of the commercial unit and thereafter retained and maintained in situ.

Reason - To ensure that the roller shutters are appropriate in visual amenity terms pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

22) Deliveries, servicing and collections including waste collections shall not take place outside the following hours for the commercial unit only:

Monday to Saturday 07:30 to 20:00

Sundays (and Bank Holidays): No deliveries/waste collections

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

23) The commercial unit hereby approved, as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, shall not be open outside the following hours:-

Monday to Saturday	08.00hrs - 23.00hrs
Sundays	09.00hrs - 22.30hrs

There shall be no use of amplified sound or any music at any time within this area at any time.

Reason - In interests of residential amenity in order to reduce noise and general disturbance in accordance with saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Core Strategy.

24) The commercial unit as shown on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, shall remain as one unit and shall not be sub divided without the benefit of planning permission being secured.

Reason- In the interests of residential amenity and to ensure the future viability and vitality of the commercial unit pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies DM1, C4 and SP1 of the Manchester Core Strategy.

25) The commercial unit, as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, can be occupied as A1, A2, A3, B1 and D1 (excluding a place of worship). The first use of the commercial unit to be implemented shall thereafter be the permitted use of that unit and any further change of use may be the subject of the requirement of a new application for planning permission or subject to the requirements of the Town and Country Planning (General Permitted Development) Order 2015.

Reason - For the avoidance of doubt and in order to secure a satisfactory form of development due to the particular circumstance of the application site, ensuring the vitality of the units and in the interest of residential amenity, pursuant policy DM1 of the Core Strategy for Manchester.

26) In the event that any of the commercial unit, as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020 is occupied as an A3 use, prior to their first use the following details must be submitted and agreed in writing by the City Council, as Local Planning Authority. These details are as follows:

- Management of patrons and control of external areas. For the avoidance of doubt this shall include:
 - Dispersal policy;
 - Mechanism for ensuring windows and doors remain closed after 9pm

The approved scheme shall be implemented upon first use of the premises and thereafter retained and maintained.

Reason - To safeguard the amenities of nearby residential occupiers as the site is located in a residential area, pursuant to policies SP1, DM1 and C10 of the Manchester Core Strategy and to saved policy DC26 of the Unitary Development Plan for Manchester.

27) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

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

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Core Strategy.

29) The development hereby approved shall be carried out in accordance with the Crime Impact Statement (version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 14 February 2020. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

30) Prior to the first occupation of the residential element of the development, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;

- ii) a commitment to surveying the travel patterns of residents/staff during the first three months of the first use of the building and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

Within six months of the first occupation of the residential element of development, a Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority. Any Travel Plan which has been approved by the City Council as Local Planning Authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

31) Prior to the first occupation of the development hereby approved the car parking layout as indicated on drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020, shall be surfaced, demarcated and made available. The approved car parking layout shall be implemented and thereafter retained and maintained.

Reason - To ensure sufficient car parking is available for the development pursuant to policies SP1, T1, and DM1 of the Manchester Core Strategy (2012).

32) Prior to the first occupation of the development hereby approved, the 116 cycle spaces shall be implemented and made available in accordance with drawing T8130 D 0 020 Rev P4 stamped as received by the City Council, as Local Planning Authority, on the 29 April 2020.

Prior to the first occupation dwellinghouses hereby approved, the siting, scale and appearance of a suitable cycle store for each dwellinghouses shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the residential element of the development and thereafter retained and maintained in situ.

Reason – To ensure there is sufficient cycles provision at the development and the residents in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

33) Prior to the first use of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include the following:

- Footway improvement and carriageway improvements to Newton Street, Holyoak Street and Dulverton Street including provision of dropped kerbs for driveways, provision of tactile paving and widening works;
- Widening of the southern half of Dulverton Street along its eastern kerb line to increase the carriageway and footway width;
- Dropped crossing, vehicular access and pedestrian tactile paving at both Dulverton Street access and at the junction with Old Church Street;
- Traffic Regulation Orders to Newton Street, Holyoak Street and Dulverton Street including no waiting restrictions and restrictions of the right turn onto Oldham Road from Newton Street and Dulverton Street;
- Provision of 'Keep Clear' carriageway markings on junction of Droylsden Road and Holyoak Street
-

The approved scheme shall be implemented and be in place prior to the first occupation of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

34) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the premises shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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

35) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory

instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

36) Prior to the first occupation of the residential element of the development a signage strategy for the apartment building shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement applications for the building.

Reason – In the interest of visual amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

37) Prior to the first occupation of the residential element of the development hereby approved, details of the number, siting and appearance bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason – In the interest of providing habitats for birds to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

38) The development hereby approved shall include for full disabled access to be provided to the communal walkways, communal gardens and via the main entrances and to the floors above.

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

39) Prior to the first occupation of the residential element of the development, details and specification of 7kw fast charging electric car charging points for each dwellinghouse and 10% of the car parking available for the apartments shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential element of the development.

Reason – In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

40) Prior to the installation of the proposed driveways and car parking areas hereby approved, a drainage scheme or details of permeable surfaces shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details and maintained in situ thereafter.

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

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

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

42) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings outlined in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester

43) Prior to the first use of the development hereby approved, details of the siting, scale and appearance of the solar panels to the roof of the apartment building (including cross sections). The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason – In the interest of ensuring the solar panels are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

44) Notwithstanding the Pre-construction TV signal impact survey stamped as received by the City Council, as Local Planning Authority, on the 17 January 2020, within one month of the practical completion of the development or before the development is first occupied, whichever is the sooner, and at any other time during the construction of the development if requested in writing by the City Council as local planning authority in response to identified television signal reception problems within the potential impact area a study shall identify such measures necessary to maintain at least the pre-existing level and quality of signal reception identified in the survey carried out above. The measures identified must be carried out either before the building is first occupied or within one month of the study being submitted to the City Council as local planning authority, whichever is the earlier.

Reason - To provide an indication of the area of television signal reception likely to be affected by the development to provide a basis on which to assess the extent to which the development during construction and once built, will affect television reception and to ensure that the development at least maintains the existing level and quality of television signal reception - In the interest of residential amenity, as specified in policy DM1 of Core Strategy.

45) Prior to the first occupation of the residential element of this development, details of a servicing strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development for as long as it remains in use.

Reason – In the interest of ensuring that the development is appropriately serviced pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

Informatives

- Any signage, wayfinding, banners or any other advertisements to be installed in and around the application site for the purpose of the promotion of the developments and routes to it may require consent under the Town and Country Planning (Control of Advertisements) (England) Regulations 2007.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 125990/FO/2020 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

**Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Oldham Metropolitan Borough Council**

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Relevant Contact Officer : Jennifer Atkinson
Telephone number : 0161 234 4517
Email : j.atkinson@manchester.gov.uk

