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Ancoats And Clayton Ward	Application Number	Date of Appln	Committee Date
	082135/FO/2007/N2	15th Feb 2007	15th Mar 2007

Proposal Erection of 134 dwellings (comprising 84 houses and 50 apartments) and commercial floorspace (150 sqm). Associated landscaping, car parking and boundary treatments. Creation of canalside walkway

Location Land Bounded By Eccleshall Street, Iredine Street, Bromlow Street, Ashton New Road And Ashton Canal, Clayton

Applicant New City Vision 13 Newton Place, Glasgow, G3 7PR

Agent MBLA Architects And Urbanists 8 Great Marlborough Street, Manchester, M1 5NN

Description

This application seeks planning permission for the erection of 134 dwellings (comprising 84 no. houses - 2 no. 4 bedrooms, 52 no. 3 bedrooms, 30 no. 2 bedrooms- and 50 no. apartments - all with two bedrooms) and commercial floorspace (2 no. units of 75 sq metres - 150 sq metres in total). The scheme also provides associated landscaping, car parking and boundary treatments for the properties. A canalside walk way is proposed along the Ashton Canal to the south of the application site. The application relates to Phase One of the re-development of the wider Eccleshall Street regeneration scheme.

HISTORY

The application site is currently occupied by old terraced housing, the majority being vacant and derelict. There are also large areas of vacant land which appear unused and overgrown.

The applicant, New City Vision, has entered into an agreement with the City Council (dated 17th June 2005) to put in place a development to regenerate the Eccleshall Street area. The development intends to specifically "...provide predominantly residential accommodation for sale with related facilities as agreed with New East Manchester/ Manchester City Council". This planning application is viewed as part of the wider regeneration framework which anticipates the creation of 12, 500 new homes in East Manchester over the next ten years. Local residents have been involved in the re-development process through a steering group and have been consulted by way of drop-in sessions, design workshops and site visits.

Outline planning permission was approved on 1st June 2006 for the siting and means of access for residential use (407 units) and commercial uses (1, 000 sq metres) and associated car parking. The provision of a sports area and 16, 500 sq metres Class B1/ Class B2/ Class B8 uses, was also approved (ref: 076970/OO/2005/N2). This outline permission gave consent for the wider Eccleshall Street regeneration scheme of which this current application is part.

The Ashton New Road Neighbourhood Plan was adopted by the Manchester City Council Executive Committee on 14th February 2007. This Plan provides a framework for the wider redevelopment of the area, creating a sustainable

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community together with a robust housing market that will meet the needs of existing residents and attract new residents to the Neighbourhood.

PROPOSAL

This proposal details the development of Phase One (2.6 hectares) of the wider regeneration scheme for the Eccleshall Street area. The application site is bounded by Ashton Canal to the south, Ashton New Road to the north, the industrial buildings of Sonoco Ltd to the east and Parrot Street/ Iredine Street to the west. The joint aim of the applicant and New East Manchester is to create a residential development with a small provision for local retail and associated services. The majority of dwelling units will be for sale with a priority purchase option given to local residents. There is also a re-provision of approximately 23 Registered Social Landlord properties. The proposal includes a high quality public realm (including a canal side walk way) and buildings with new active frontages onto Ashton New Road. The principle of the development of the application site for residential purposes was established under the previously approved outline planning permission (ref: 076970). Indeed, the current full application differs only marginally from the layout granted previously.

Manchester City Council is pursuing a Compulsory Purchase Order to acquire properties in the area which cannot be acquired voluntarily.

Consultations

Neighbours - The occupier of 197 Eccleshall Street has objected to the proposal for the following reasons:

1. The Phase One development would result in potentially 268 additional vehicles (2 per household) entering and leaving Ashton New Road at peak times leading to an increase in congestion and accidents;
2. Any Compulsory Purchase Order in the area would infringe peoples' Human Rights;
3. Removal of low cost affordable housing in the area will be replaced by expensive properties which local people cannot afford.

Sonoco Limited have objected to the proposal as the proposed access to the site from Bromlow Street may be restricted in the future and future residents may complain about this access which would cause a problem for the operation of Sonoco's business.

Head of Engineering Services – Detailed comments have been received from the Head of Engineering Services. A minimum of 2 metres wide footway is required for the apartments facing Ashton New Road, the current layout does not indicate any accessible bays, car park gates must be set back 5 metres from the back of footpath, a clear distance of 6 metres is required at the rear of parking bays to allow a vehicle to manoeuvre and leave in forward gear, a servicing strategy for the proposed commercial units is required, details of boundary treatments are required, and road closure orders are required for Eccleshall Street, Bromlow Street, Turner Street and Clayton Lane.

Head of Regulatory Services (Environmental Health) - Any significant comments will be reported.

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Head of Regulatory Services (Contaminated Land) - Any significant comments will be reported.

MEDC (Landscape Practice) - Any significant comments will be reported.

Head of Land and Property - Any significant comments will be reported.

Head of Environment and Operations (Trees) – There are a number of trees on the large grassed areas adjacent to Ashton New Road. The trees consist of mature Poplars, Acers, Tilia and Prunus which are all in fair to poor condition. All the trees would require removal if the development is to proceed. Although this will result in the large number of tree removals, the proposed replanting scheme will more than compensate for their loss. As such, there is no objection to the proposal.

Head of Environment and Operations (Highways) - Any significant comments will be reported.

New East Manchester - Any significant comments will be reported.

Greater Manchester Ecology Unit - Any significant comments will be reported.

Greater Manchester Police – This planning application has been the subject of a pre-planning consultation. The rear gardens should be private defensible space and provided the fences in these areas are at least 1800mm high with trellis forming the section above 1200mm, there are no objections. The planning application should be subject to a condition requiring the scheme to achieve “Secured by Design” accreditation.

GMPTA - Any significant comments will be reported.

British Waterways - Any significant comments will be reported.

United Utilities - Any significant comments will be reported.

Ramblers' Association (Manchester and High Peak area) - The proposal is supported as it integrates the development of the site with the resources and amenities provided by the Ashton Canal, as well as the pedestrian permeability envisaged by the development.

Tameside Council - Any significant comments will be reported.

Sport England - Any significant comments will be reported.

North West Regional Assembly - Any significant comments will be reported.

Greater Manchester Archaeological Unit - Any significant comments will be reported.

Health and Safety Executive (HSE) - The HSE is a statutory consultee for certain developments within the Consultation Distance (CD) of major hazard installations, complexes and pipelines. Any significant comments will be reported.

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Issues

National policy guidance

Planning Policy Statement 1 (PPS1): Delivering Sustainable Development

PPS1 encourages the promotion of urban and rural regeneration to improve the well-being of communities, improve facilities, promote high quality and safe development and create new opportunities for the people living in those communities. Policies should promote mixed use developments that create linkages between different uses and create more vibrant places. The principle of the development proposed is clearly in accordance with the aims and objectives of PPS1.

Planning Policy Statement 3 (PPS3): Housing

This government guidance provides advice on achieving a wide choice of high quality homes, both affordable and market housing, to address the requirements of the community, to widen opportunities for home ownership and ensure high quality housing for those who cannot afford market housing, and to create sustainable, inclusive, mixed communities in all areas. The guidance includes specific objectives such as the provision of high quality housing that is well designed and built to a high standard, a mix of market and affordable housing, particularly in terms of tenure and price, to support a variety of households, and housing developments in suitable locations with good access to jobs, key services and infrastructure.

Planning Policy Statement 6 (PPS6): Town Centres and Retail Development

This government guidance seeks to promote new retail developments within existing town centres and other retail centres identified in development plans, and to protect the vitality and viability of existing retail centres. The guidance also seeks to ensure that any new development is accessible and encourages new sustainable development by reducing car borne journeys. Although the application site is not located within a defined centre, it is considered that the provision of 150 sq metres retail floorspace would not have a detrimental impact on the vitality and viability of nearby centres and the proposed floorspace would meet local needs within the area.

Planning Policy Statement 23 (PPS 23): Planning and Pollution Control

This Statement advises that in considering individual planning applications, the potential for contamination to be present must be considered in relation to the existing use and circumstances of the land, the proposed new use and the possibility of encountering contamination during development. The Local Planning Authority should satisfy itself that the potential for contamination and any risks arising are properly assessed and that the development incorporates any necessary remediation and subsequent management measures to deal with unacceptable risks. Particular attention should be paid to sites where there is a reason to suspect contamination, such as the existence of former industrial uses, and to those for particularly sensitive use such as housing likely to be used by families with children. The Statement emphasises the importance of developments on brown field sites and the significant benefits of the regeneration of land and the recycling of such sites for new sustainable

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development. In this particular instance, the majority of this site was previously used for residential uses. However, preliminary site investigations indicate that significant levels of contamination at this site are likely and remediation will be necessary. As such, the site would be fully remediated to allow re-use for the uses proposed.

Regional Spatial Strategy (RPG 13)

There are relevant policies in the Regional Spatial Strategy (Regional Planning Guidance 13). These are as follows:

DP1 - This policy advises that new development and other investment in infrastructure and services should be located so as to make the most effective use of land, promote appropriate mixes of uses within a site and its wider neighbourhood, make efficient use of transport facilities and assist people to meet their needs locally.

DP3 - This policy states that new development must demonstrate good design quality and respect for its setting.

SD1 - This is a general policy that advises that new development and redevelopment of a good quality should be encouraged which will provide a significant portion of the new and better housing and other development required to cope with anticipated household growth in the Region. It must be coupled with economic development through urban regeneration, re-use of previously developed land, and creative improvements to the public realm, in order to create a more dynamic, attractive and competitive Metropolitan Area. It is considered that this scheme generally complies with this policy.

UR1 - This policy advises that local authorities and other regional agencies should work together to provide accessible, desirable, living and working conditions that ensure a good quality urban life for all. Urban renaissance should be promoted, amongst other criteria, by reviving communities, reviving local economies including industrial restructuring, and tackling low demand for housing and poor physical conditions. The re-use of derelict land and buildings, the balanced distribution of good quality dwellings including affordable housing, access to employment opportunities, community facilities and open space, will improve the appeal of urban areas, contribute to their regeneration and safeguard their future. It is considered that the proposal complies with this policy and will provide good quality housing and improve physical surroundings in the area.

UR4 - This policy advises that the redevelopment and re-use of vacant sites and buildings within urban areas should be a priority. Additional development should be encouraged to make best use of such sites in sustainable locations. Local authorities should make full use of their extensive powers to ensure that any existing or emerging areas of derelict and abandoned buildings are identified and addressed. The regional aim is to clear unsuitable buildings, to bring about the continual, positive "gradual renewal" of urban areas, and thus reduce the need for later, more far reaching comprehensive clearance and redevelopment of older buildings. In Manchester, the target within the policy is that 90% of new housing will be on previously developed land. The proposal will clearly meet the aims of this policy.

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UR6 - This policy advises that local authorities should adopt a concerted and comprehensive approach to influencing housing supply across all tenures and values in the interests of improving the quality of the region's housing stock. A comprehensive approach to housing renewal, clearance and urban regeneration is required. Neighbourhood renewal and housing strategies should, amongst other criteria, reflect local circumstances and priorities as well as the availability of resources; consider designating substantial local areas for comprehensive regeneration, possibly including demolition and clearance as part of a broader course of action to regenerate local communities, improve the environment and increase numbers of and access to local jobs; and, involve and engage the local community in determining the future of its area. This policy specifically identifies that Pathfinder areas will be designated where the aims will be to provide lasting solutions for communities blighted by housing market failure through investment and innovation. This proposal will generally comply with the aims and objectives of this policy in that the site is located within a Pathfinder Area/ Housing Market Renewal Area. This scheme is being brought forward with input from New East Manchester, the regeneration agency for the area, who have undertaken public consultation with the involvement of local residents. One of the major aims of the wider regeneration area is to ensure the re-population of this part of East Manchester which this proposal would clearly contribute to.

UR8 - This policy states that land allocated for housing should be released in an orderly, managed manner and the location of housing should be determined through the development plan process. The application site is not specifically allocated for housing within the Unitary Development Plan (adopted 1995). However, it is considered that in general terms the site is acceptable for residential development, in accordance with the regional policies above.

Draft Regional Spatial Strategy (RSS)

DP1 - This policy advises that proposals should be located so as to make effective use of land, buildings and infrastructure. They should promote appropriate mixes of uses within a site or its wider neighbourhood, contribute towards reducing the need to travel and assist people to meet their needs locally. Proposals must also demonstrate excellent design quality, sustainable construction, efficiency in resource use and respect for their physical and natural setting. It is considered that the proposal generally complies with this policy.

L3 - Plans and strategies, particularly in Housing Market Renewal Areas, should respond to any need to substantially restructure local housing markets, take account of and understand local housing markets, manage the delivery of new build and its impacts on the existing housing stock and, where appropriate, make the best use of the existing stock. Areas should be designated where comprehensive regeneration is necessary as part of a broader course of action to regenerate local communities, reduce health inequalities, improve the sustainability and resource efficiency of the housing stock and its local environmental quality and increase numbers of and access to local jobs and services. The approach to be adopted, whether clearance, or renewal and refurbishment, will depend on local circumstances. The local community should be involved and engaged in determining the future of the area.

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MCR1 - Plans and Strategies in the region will, amongst other criteria, provide high quality housing to replace obsolete housing stock to meet the needs of existing residents and attract and retain new population in order to support economic growth. Housing growth should be located where accessible by public transport to areas with strong economic prospects. A high level of residential development will be encouraged in the inner areas to secure a significant increase in population in these areas.

MCR2 - The Inner Areas (including East Manchester) of the Manchester City Region will be the first priority for residential development within the City Region to secure a significant increase in the population of these areas, to support major regeneration activity, the improvement of community facilities and the creation of sustainable communities. The emphasis will be on providing a good range of high quality housing (in terms of size, type, tenure and affordability) with a high quality environment, and accessible local facilities and employment opportunities.

Unitary Development Plan (UDP) (adopted 1995)

Part 1 policies

Policy E1 advises that major new development will be required to be located where it can be easily served by public transport; policy E3.3 advises that the Council will seek to upgrade the appearance of the City's major radial and orbital roads and rail routes. This scheme would create a quality development fronting onto a radial route (Ashton New Road). In addition, policy E3.4 aims to create a network of safe and attractive recreational open spaces by linking river valleys, canals, and policy E3.1 encourages the reclamation of derelict land with a view to re-use. It is considered that these proposals would accord with the policies outlined. Policy E2.2 advises that planning permission will not normally be granted for development which would adversely affect sites of biological importance. In addition, policy E2.3 advises that the Council will protect wildlife habitats and policy E2.4 states that the Council will ensure that the effects upon wildlife are fully taken into account when considering development proposals.

Policy S2.5 require that new shopping facilities are designed to high standards with adequate parking and should provide a safe and attractive environment for shoppers.

Policy R1 states that the Council will pursue an area based regeneration strategy working with local communities, public sector and the private and voluntary sectors and Central Government in order to achieve a holistic approach to dealing with economic, social and environmental problems. The scheme accords with the policy objectives of policy R1.

Policy H1.2 advises that the Council wishes to ensure that housing stock contains a wide enough range of housing types to meet the needs of people who want to live in Manchester. The proposal is in accordance with this policy in that the scheme provides a range of accommodation to cater for the needs of people at different stages in their life or with different housing requirements. The scheme will also widen the range of property types within the local area, and this in turn should lead to better use of the housing stock.

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Policy H2.2 advises that the Council will not allow development which will have an unacceptable impact on residential areas, in terms of scale and appearance of the development, noise, vibration, traffic generation, road safety and air pollution. Policy H2.7 states that new housing schemes will be expected to be of a high standard of design and make a more positive contribution towards improving the City's environment. They should not create areas of incidental open space outside the curtilage of dwellings unless there are proper and enduring arrangements for its maintenance. This scheme is considered in accordance with this policy as the drawings submitted in support of the application indicate a high standard of design with a positive contribution being made towards the appearance of this part of the City. The applicant has confirmed that maintenance regimes would be provided for all public spaces.

Part 2 of the UDP

The site is allocated within policy EM16 of the Unitary Development Plan (Lower and Higher Openshaw). This policy states that development will be permitted which includes the redevelopment, improvement and modernisation of residential neighbourhoods; within the residential neighbourhoods a greater mix of housing types, sizes and tenures, particularly family accommodation and owner-occupied housing; provision of a hierarchy of streets which is permeable to pedestrians and cyclists and connects to residential neighbourhoods, adjacent areas and proposed Metrolink stops along Ashton New Road. The written explanation for the policies states that, amongst other areas, the Eccleshall Street area will undergo redevelopment, improvement and modernisation following detailed consultation. This neighbourhood contains a mixture of local authority housing and privately owned housing. Any new development will be expected to comprise a greater proportion of owner occupied housing to ensure a wider mix of tenure. New housing should be arranged around a connected street pattern, the Ashton Canal and existing public open space. The type and size of housing should include two to three storey family accommodation with a mix of townhouses, semi-detached and detached properties predominantly for owner-occupancy.

It is considered that this proposal would fully accord with policy EM16 as it would redevelop the existing residential neighbourhood and would create a development with a mix of housing types, sizes and tenures. The proposal would be highly permeable with a connected street pattern linking up to Ashton New Road and surrounding roads.

Guide to Development in Manchester 2 (September 2006 - Consultation Draft SPD)

This guidance aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places, that is character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. The guidance advises that high quality design is a vital attribute of successful neighbourhoods, the design of streets should promote neighbourliness and design should respect and be informed by location. The guidance also advises that buildings should relate well to each other and building heights should be carefully considered. In terms of ease of movement, cul-de-sacs are discouraged, the street network should

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contribute to the character of the area, safe routes for cyclists and pedestrians will be promoted, and public transport should be easy to use. Places with attractive and successful public areas are encouraged with open spaces reflecting and accommodating future uses with children and young people being considered in the design and location of open spaces. Neighbourhoods should contain a mix of housing, safety and security are vital elements of the urban area, the impact of parking areas should be minimised and new developments should maximise access for disabled people.

It is considered that the proposal would provide a development of high quality design, enabling a permeable and interesting street pattern with a canal side walkway and safe routes for pedestrians and cyclists through the area, the provision of open spaces, including a children's play area, and the provision of a mix of housing types. It is therefore considered that the proposal generally complies with the above guidance.

Environmental Impact Assessment

This planning application has been subject to a Screening Opinion for an Environmental Assessment. The Screening Opinion considers that given the previously developed nature of the site, with both residential and industrial uses on the site, and the replacement with residential/ commercial uses, together with the fact that the applicant has submitted a desk top study of the contaminated land and landfill gas in the area, ecological studies of the impact of the proposal on the canal, including overshadowing, a bat survey of the existing properties, arboricultural survey and traffic impact assessment, together with comprehensive plans and elevations of the proposal and a design statement, the application can be properly considered during the planning application process and the proposals would not have an undue impact on the residential amenities of adjoining occupiers. In the light of guidance contained within Circular 2/99, it is therefore considered that an Environmental Assessment is not required in this instance.

Proposed development

It is considered that the principle of a mixed use scheme, with active frontages facing Ashton New Road, is acceptable and will improve the area's appearance and contribute to the regeneration objectives of the area. Furthermore, it is considered that the mix of types of residential units is acceptable and will provide a range of housing types to diversify the existing type and tenure in the area. Indeed, the principle of developing the application site has been established through the extant outline planning permission (ref: 076970) and the minor changes now proposed in this application would not warrant a different outcome in the decision making process.

The proposed residential uses will be in close proximity to existing commercial/ industrial uses, that is Sonoco Ltd, Air Products and Greggs bakery. It is the intention that Greggs bakery will be relocated as part of the wider regeneration scheme but that relocation is not part of this planning application. The applicant is proposing a landscaped buffer strip between the proposal and Sonoco Limited in the form of soft landscaped areas and earth embankments. The applicant has also submitted a noise survey in support of the application. This survey assesses the long term situation, with Greggs bakery relocated from the site, and quantifies the existing levels of noise from the industrial units that will

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remain adjacent to the development site and assesses the likely impact on the proposed residential buildings. The dominant noise source was principally road traffic along Ashton New Road and Clayton Lane, although sources (assumed to be fixed plant within Air Products and activity at Greggs bakery) were audible locally. However, it was considered that, having regard to guidance in PPG24, the noise climate was not untypical for an urban residential development site. It must also be recognised that the application site is in predominantly residential use at the present time, although the proposal will involve a number of residential properties being built closer to the industrial uses to the east of the site. It is therefore considered appropriate to attach a condition to any approval requiring details of acoustic insulation of the proposed residential properties against noise from road traffic, proposed tram line and surrounding industrial activities to be submitted and agreed.

Proposed design/ massing/ layout of proposal and context within area

The principle of the siting, and indicative height and massing of the proposed dwellings was established through the outline planning permission. The applicant has submitted a Design Statement in support of this application. This statement advises that the design response has been informed by local residents, the aspirations of New East Manchester and the previous masterplan for the Clayton Brook area. The design has taken into account the presence of the site's industrial neighbours. The housing therefore forms strong street patterns to deal with the presence of the industry and provides internal green courtyards and amenity spaces to allow safe and attractive private and communal spaces. The layout is based on a grid of blocks sized 60m x 70m, 60m x 80m, and 60m x 40m which are appropriate for this linear site, type and scale of development. The repetitive form of the dwellings gives a strong urban street using a number of quality materials. The hard outer shell of the development gives way to softer inner courtyards with private gardens and communal amenity spaces, winter gardens and balconies. The Ashton Canal walk way will provide a high quality public walkway which will be attractive and safe for pedestrians and cyclists. Vehicular access to this area will be restricted to emergency and refuse vehicles only.

A package of detailed drawings has been submitted with the application including streetscene elevations and coloured elevations of the proposal. The proposal comprises 2 no. four storey apartment blocks (with 150 sq metres of commercial floorspace at ground floor level) along Ashton New Road, a five storey apartment block adjacent to the canal, and two and three storey houses elsewhere in the site. The scale and massing is considered generally acceptable.

The applicant is proposing the consistent use of materials throughout this site with a palette of multi-coloured brickwork, white pre-cast concrete window surrounds, cedar cladding, sliding hardwood timber louvre sunscreen, hardwood timber doors, seamed metal sheeting system (zinc/ lead), powder coated glazing system and canopies clad in metal sheeting. It is considered that the high quality materials palette would add interest to the streetscene in this area and have an acceptable appearance.

Sustainability

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The proposal is located on a major public transport route with a Quality Bus Corridor and proposed Metrolink line along Ashton New Road and station in close proximity. It is considered that the location is therefore sustainable in terms of reducing emissions from the vehicles by encouraging the use of forms of transport other than the private car. The applicant has submitted a BREEAM (Eco-Homes) Pre-assessment Estimator in support of the application. This pre-assessment confirms that all the new residential units will achieve a minimum rating of "Very Good" with one block of apartments with photovoltaic panels and micro wind turbines expected to achieve "Excellent" rating, thereby helping to reduce energy use. It is considered that a condition requiring this standard to be achieved should be attached to any approval.

Security considerations

The applicant has confirmed that it is the intention to work closely with Greater Manchester Police to achieve "Secured by Design" status for the development. Following comments received from Greater Manchester Police, the applicant has confirmed that the rear boundary treatment will be 1.8 metres high in line with Greater Manchester Police's comments. It is considered appropriate to attach a condition to any approval requiring the applicant to achieve this standard.

Traffic

The means of access into the site from Ashton New Road has already been established through the previous outline planning permission. The applicant has submitted the Transport Statement in support of this application that was submitted with the previous outline permission. The statement relates to the wider regeneration of the Eccleshall Street area. A hierarchy of roads is proposed as part of the application with "local distributor" roads leading directly from Ashton New Road with measures to reduce vehicle speeds to a maximum of 20 mph. The development seeks to promote low traffic speeds through the site through appropriate measures, possibly including raised tables and different coloured surfaces. By reducing traffic speeds, the residential roads would be more pedestrian and cycle-friendly, thereby encouraging access to the site using these modes of transport.

The proposed parking layouts within the site generally comply with guidance in the Guide to Development in Manchester 2. A variety of layouts are proposed including in-curtilage parking behind the building line for larger houses, limited on-street parking or secure rear courtyards for the apartment blocks. During consultation with residents, it was requested that some parking is located at the front of dwellings and this has been achieved through on-street parking bays on wide tree lined pavements which allow cars to be under surveillance from the dwelling. It is intended that this arrangement should also aid traffic calming in the area. In Phase One, 100% parking is provided (1 space per dwelling unit) with a small amount of visitor parking (22 spaces) distributed over the area. The resident car parking is 63% off-street (courtyards and in curtilage) and 37% on-street. This includes 8 no. visitor spaces adjacent to the canal side walkway to service recreational users of the canal. It is considered that these spaces are required due to the investment in the canal side walkway and the expected increase in number of people who will use this area. These spaces are positioned in order to benefit from high natural surveillance from the adjacent housing. Appropriate signage and road markings will be provided. It is

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considered that the parking strategy for this Phase One application is in line with the strategy previously agreed at outline planning stage (ref: 076970) and is acceptable.

It is considered appropriate to attach conditions requiring full details of the Controlled Parking Zone for the area and traffic calming to be submitted to, and approved by, the City Council, as required for the outline planning permission.

Any further comments from the Head of Engineering Services will be reported.

Ecological issues

The applicant has submitted an Assessment of the Ecological Impact on the Canal, a report detailing the impact of overshadowing on the canal and a tree survey in support of the application. The overshadowing report concludes that in terms of both sunlight/ artificial light and overshadowing, the proposed buildings would not have a significant impact on the Ashton Canal.

The applicant has also submitted a detailed letter of clarification with regard to completing the relevant bat activity surveys as set out in conditions attached to the previous outline permission (ref: 076970). It is recommended that four activity surveys, including two dawn surveys, should be undertaken across the whole site. This recommendation is made as it is considered to be the most efficient way to identify potential roost sites across the whole site, based on the size of the site and the high number of buildings present. The activity surveys should be undertaken between mid-May and July as this is the peak active period for bats and is the time at which the activity survey will most effective at identifying potential roost sites in the area. It is proposed to undertake an internal winter survey of the properties in the Phase One area in late February/ early March 2007 as it is considered that the internal inspections of these properties should provide sufficient indications of the likely presence of a bat roost within the Phase One area. Phase One includes vacant and occupied properties and the winter survey will identify whether the vacant (and therefore colder) properties might be suitable for over-wintering roosts and will additionally identify the presence of historic roosts and roosting occurring at other times of the year by means of residual evidence. In the event that evidence of a bat roost is identified within the Phase One area, mitigation for the roost could be provided by a variety of options including in retained buildings across the remainder of the site and/ or in new build within existing open spaces in Phase One where demolition is not required to pre-empt new construction. It is considered that these recommendations in relation to assessing bat activity in the area are acceptable in principle and conditions should be attached to any approval to require these surveys to be carried out at the appropriate time and mitigation measures put in place, if necessary.

The applicant is proposing a new public woodlands wildlife habitat amenity area (approximately 1, 300 sq metres) in the vicinity of the existing open space in the south-east corner of the site adjacent to the canal. This "Eco-Park" will be located adjacent to a proposed block of flats and will prove a range of habitat and wetlands for wildlife to flourish.

Any comments from Greater Manchester Ecology Unit will be reported.

Landscaping and amenity areas

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This planning application will remove the large areas of current incidental open spaces in the area which are subject to anti-social behaviour and fly-tipping and replace them with managed and maintained amenity spaces for local residents of all ages with natural surveillance provided by the housing and apartment blocks.

The applicant has submitted a Landscape Design Statement in support of the application. This statement advises that the intention is to make attractive street environments by using high quality materials to all pavements and roads, including brick paving, tarmacadam, and concrete sett paving, street furniture and street trees, with the precise specification dependent on discussions with the Highways Authority. A new soft landscaping scheme will complement the hard landscaping strategy with a woodlands wildlife habitat ("Eco-Park") adjacent to the proposed block of flats adjacent to the canal, native vegetation buffers between the canal and new housing, planted buffer areas between the remaining industry and the new housing, children's play area for 2-12 year olds, and a green rubble roof on the proposed apartment block adjacent to the canal.

In terms of the management and maintenance of the landscaped areas, the applicant has confirmed that the roads, pavements, and canalside areas will be constructed to adoptable standards. The residential properties will be sold on a long term leasehold basis. The upkeep and maintenance of the amenity spaces and private parking courtyards will be provided by a management company that will be established by New City Vision and financed by a service charge from the relevant residents collected through a ground rent charge on the leasehold land.

It is considered appropriate to attach a condition requiring full details of all landscaping and management/ maintenance to be submitted to, and agreed, by the City Council.

The proposal would result in the loss of existing trees on Ashton New Road. The applicant has submitted a tree survey in support of the application. This survey states that there are a number of young, semi-mature and mature trees in the area of land that is to be developed. The majority of the trees on site have varying degrees of mechanical damage ranging from slight damage to the base of the trunks and broken lower branches to the complete removal of bark up to 2 metres. Damage to this extreme degree is likely to have been caused by vandalism. In addition, a planning application site visit on 20th February 2007 revealed that several trees have fallen down as a result of the recent storms. It is considered therefore that the retention of these trees would be of little merit due to their condition and potential contribution to the overall scheme. The principles within the Landscape Design Statement were therefore established and in this Phase One application, it is the intention to replace any existing trees and shrubs which need to be removed (approximately 10 trees and 15 shrubs) with 150 new trees and 50 shrubs of appropriate types, scale and quality.

Although the loss of the existing trees on Ashton New Road is regrettable, it is considered on balance that the provision of the proposed amenity areas and "Eco-Park" in mitigation are acceptable and will improve the environment of the area in general.

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Access for disabled people

The applicant has confirmed that all dwellings will comply with "Design for Access 2" standards to give significantly larger and more adaptable homes in this area. The floor plans of the individual house types indicate that ground floor WC's and bathrooms will generally be provided to DFA2 standards and locations for lift hoists are indicated where appropriate. The applicant has submitted an Access Statement in support of the application. The applicant is proposing that the wall construction to bathrooms should comprise of studding lined with plywood and plasterboard for the fixing of additional features at adaptation, dwellings will have a flat area immediately outside them where possible, allocated car parking bays will be located as close to the relevant dwelling/ apartment as far as practical, wet rooms will be provided to ground floor WC's, and space for platform lifts to level one of dwellings will be provided. It is considered that the applicant has carefully assessed the issue of disabled access to all properties and the proposal is acceptable in this respect. It is considered appropriate to attach a condition requiring full details of disabled access to be submitted and agreed by the City Council.

Objectors' concerns

The principle of the re-development of the wider site for a mixed use scheme, including a total of 407 residential units, has previously been established through the outline planning permission (ref: 076970). The traffic generation issue has previously been considered acceptable. Matters in connection with the Compulsory Purchase Order are not material planning considerations in the determination of this planning application. This application for Phase One of the wider re-development includes the re-provision of approximately 23 social housing units where people are being moved from their existing properties. The development includes residential units for sale to improve the mix of types and tenure of accommodation and attract new residents into the area, in line with the objectives of New East Manchester and Regional Planning Guidance. The applicant has confirmed that local residents have been fully consulted and involved in the evolution of the scheme.

Planning obligation

This application relates to an area of land which is likely to be contaminated and where a significant relocation of existing industrial and commercial uses will have to be undertaken. In addition, there are significant areas of land within the application site that are owned by Manchester City Council. In this context, and in the knowledge that the applicant is proposing a canal side walkway and the scheme will make a major contribution towards the regeneration of this area, it is not considered appropriate to seek a commuted sum for the development in this instance.

Conclusion

The re-development of this site with an attractive quality development will bring major environmental and regeneration benefits. This proposal for Phase One accords with the principles previously approved under the outline planning permission (ref: 076970/OO/2005/N2) and the aims and objectives of the Ashton New Road Neighbourhood Plan. Whilst the development will have certain impacts on the area, the conclusion reached is that there are measures

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that can and will be introduced to minimise any potential adverse impact with regards to the potential appearance of the proposed buildings, ecological issues, impact on the canal, and so on. There are clear positive elements to the proposal which would introduce a high quality mixed use scheme into East Manchester and would create a significant number of construction jobs in an area where there are unemployment problems. The proposal would be located in a highly accessible location for pedestrians and those using public transport and would positively contribute to the wider regeneration of East Manchester.

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 Committee 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 Unitary Development Plan, the Head of Planning has concluded that some rights conferred by these Articles on the applicant(s)/objectors/residents 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. He believes that any restriction on these rights posed by approval of the application is proportionate to the wider benefits of approval and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation APPROVE

APPROVE in the light of Government guidance contained in PPS1, PPS3, PPS6 and PPS23, policies DP1, DP3, SD1, UR1, UR4, UR6 and UR8 of the Regional Spatial Strategy (RPG13), policies DP1, L3, MCR1 and MCR2 of the Draft Regional Spatial Strategy, policies E1, E2.2, E2.3, E2.4, E3.3, E3.4, E3.1, S2.5, R1, H1.2, H2.2 and H2.7 of the Unitary Development Plan for Manchester (adopted 1995) and guidance contained within the Guide to Development in Manchester 2, on the basis that the proposal would positively contribute to the regeneration of the area, re-use previously developed land, provide a range of accommodation and have an acceptable layout, massing, access and parking provision, and there are no significant material planning considerations to indicate otherwise.

Conditions and/or Reasons

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 drawings numbered D-30-001 received 6th February 2007; D-30-002

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received 6th February 2007; D-30-003 received 6th February 2007; D-30-017 received 6th February 2007; A-001/ rev P1 received 6th February 2007; A-002 received 6th February 2007; A-003 received 6th February 2007; H-001/ rev P1 received 6th February 2007; H-002/ rev P1 received 6th February 2007; H-003/ rev P1 received 6th February 2007; H-004/ rev P1 received 6th February 2007; H-005/ rev P1 received 6th February 2007; H-006/ rev P1 received 6th February 2007; H-007/ rev P1 received 6th February 2007; S-30-001/ rev C received 6th February 2007; SE-001/ rev P1 received 6th February 2007; SE-002/ rev P1 received 6th February 2007; SE-003/ rev P1 received 6th February 2007; SE-004/ rev P1 received 6th February 2007; SE-005/ rev P1 received 6th February 2007; SE-006/ rev P1 received 6th February 2007; Design Statement received 6th February 2007; Industrial Environmental Noise Assessment dated 25th January 2007; Bat Survey Statement received 12th February 2007; letter from applicant received 21st February 2007; Transport Statement received 12th February 2007; Phase 1 Environmental Desk Study received 12th February 2007; Daylight Availability Assessment received 12th February 2007; Assessment of the Ecological Impact on the Canal received 12th February 2007; Utility Diversion Review and Cost Estimate received 12th February 2007; Arboricultural Survey received 12th February 2007; Landscape Design Statement received 6th February 2007; M4258/P100 received 6th February 2007; M4258/P101 received 6th February 2007; M4258/P102 received 6th February 2007; M4258/P103 received 6th February 2007; M4258/P104 received 6th February 2007; M4258/P105 received 6th February 2007; M4258/P106 received 6th February 2007, unless otherwise agreed in writing by the City Council as Local Planning Authority.

Reason - To ensure that the development is carried out in accordance with the approved plans.

3) Construction of the works comprising the development or phase of development hereby approved by this permission shall not take place until samples and specifications of the materials to be used on all external elevations of the development have been submitted to and approved in writing by the City Council as local planning authority. The materials shall comprise the following as specified on the approved drawings:

multi-coloured brickwork; white pre-cast concrete surrounds; hardwood timber doors; zinc/ lead seamed metal sheeting roofing system; powder coated glazing system; canopies clad in malleable metal sheets; cedar cladding; sliding hardwood timber louvre sunscreens; glazed/ metal balustrades; flat panel rainscreen cladding. The development or phase of development shall be constructed only using the approved materials unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To ensure that the appearance of the development or phase of 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, pursuant to policies H2.7 and E3.3 of the Unitary Development Plan for Manchester (adopted 1995).

4) Before the development or phase of development hereby approved commences a report to assess the likely extent of any ground contamination and/or ground gas being present on or affecting the site shall be submitted to

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and approved in writing by the City Council as local planning authority. Any necessary site investigations shall then be carried out according to a scheme to be agreed in advance with the City Council as local planning authority and implemented in accordance with the approved scheme. Any remedial measures deemed necessary shall be agreed in writing with the City Council as local planning authority in advance and implemented to the satisfaction of the City Council as local planning authority.

Reason

To ensure that the presence of or the potential for any contaminated land/ground gas is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies H2.2 and H2.7 of the Unitary Development Plan for Manchester (adopted 1995)

5) Before the development or phase of development hereby approved commences, details of appropriate and comprehensive construction designs to alleviate the ingress of landfill gas shall be submitted to and approved in writing by the City Council as local planning authority. The development or phase of development shall incorporate the approved details unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To alleviate the risk of landfill gas ingress into the buildings hereby approved, pursuant to policies H2.2 and H2.7 of the Unitary Development Plan for Manchester (adopted 1995).

6) Before the development or phase of development hereby approved commences a scheme for the storage and disposal of refuse and recycling material shall be submitted to and approved in writing by the City Council as Local Planning Authority. The details of the approved scheme shall be implemented as part of the development or phase of development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policy H2.2 of the Unitary Development Plan for Manchester (adopted 1995).

7) The development or phase of development hereby approved shall achieve a minimum of a Building Research Establishment Environmental Assessment Methodology (BREEAM) rating of "Very Good", and equivalent for Eco-Homes, unless otherwise agreed in writing by the City Council as local planning authority.

Reason

In the interests of minimising the environmental impact of the development or phase of development, pursuant to policy E1.5 of the Unitary Development Plan for Manchester (adopted 1995)

8) The development or phase of development hereby approved shall incorporate measures to minimise the risk of crime and to meet the specific security needs of the application site and the development. Any security measures to be implemented in compliance with this condition shall seek to

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achieve the 'Secure by Design' accreditation awarded by the Greater Manchester Police. Written confirmation of those measures are to be provided to the City Council, as the Local Planning Authority.

Reason - In pursuance of the Council's duty under section 17 of the Crime and Disorder Act 1998 to consider crime and disorder implications in exercising its planning functions; to promote the well-being of the area in pursuance of the Council's powers under section 2 of the Local Government Act 2000, and to reflect the guidance contained in PPS1 "Delivering Sustainable Development".

9) All vehicles entering and leaving the site during the construction period of the development or phase of development are to pass through a wheel wash. Details of the wheel wash shall be submitted to and approved in writing by the City Council as local planning authority prior to the development commencing.

Reason

To ensure that the proposed development does not cause unacceptable amounts of dust in the vicinity and to ensure that local roads are kept clear of mud, pursuant to policies H2.2 and E3.3 of the Unitary Development Plan for Manchester (adopted 1995).

10) Prior to the commencement of development, or phase of development (including site clearance), full details of the landscaping scheme hereby approved (refs: Landscape Design Statement (Gillespies); M4258/P100; M4258/P101; M4258/P102; M4258/P103; M4258/P104; M4258/P105; M4258/P106) shall be submitted to and approved in writing by the City Council as local planning authority prior to the commencement of the development or phase of development. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. Any trees or shrubs removed, dying or becoming severely damaged or becoming severely diseased within 5 years of planting shall be replaced by trees or shrubs of a similar size or species to those originally required to be planted unless otherwise agreed in writing by the City Council as local planning authority.

Reason

To ensure that a satisfactory landscaping scheme for the development is carried out, pursuant to policies E2.6 and E3.3 of the Unitary Development Plan for Manchester (adopted 1995).

11) Prior to the felling of any trees for the development or phase of development, a survey for the presence of bats in the trees to be felled shall be submitted to, and approved in writing by, the City Council as local planning authority. No trees shall be felled, or have any works undertaken on them, during the bird nesting season (March - August inclusive), unless otherwise agreed in writing with the City Council as local planning authority.

Reason

To ensure the protection of wildlife habitats in the locality, pursuant to policy E2.4 of the Unitary Development Plan for Manchester (adopted 1995)

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12) All trees, shrubs and hedges within the site and/or trees whose root structure may extend within the site, which are to be retained as shown on the approved plan ref.M4258/P105 shall be fenced off before any building or other operation approved by this permission is carried out within the vicinity in accordance with British Standard BS 5837:2005. Thereafter, no excavation or other building or engineering operations shall take place and no plant, machinery or materials (including excavated material) shall be placed, deposited, stored or stacked within any such fence during the construction period.

Reason

In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area, pursuant to policy E2.6 of the Unitary Development Plan for Manchester (adopted 1995).

13) Prior to the commencement of development, or phase of development, a full bat activity survey shall be undertaken across the entire application site. Such a survey shall be undertaken by an appropriately licensed and experienced bat consultant. The full findings of the survey shall be submitted to the City Council as local planning authority and any recommendations/ mitigation measures made by the survey shall be implemented in full to the satisfaction of the City Council as local planning authority.

Reason

In the interests of the ecological potential of the area in relation to bats, pursuant to policies E2.2, E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995)

14) Prior to the commencement of development, or phase of development, an internal winter survey (December - February) of all vacant buildings within the development, or phase of development, shall be undertaken. Such a survey shall be carried out by an appropriately licensed and experienced bat consultant. The full findings of the survey shall be submitted with any detailed applications and any recommendations made incorporated into the development or phase of development.

Reason

In the interests of the ecological potential of the area in terms of bats, pursuant to policies E2.2, E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995)

15) An annual programme of ongoing surveys of protected species and/ or UK Biodiversity Priority Species shall be submitted to, and approved in writing by, the City Council as local planning authority. The programme, approved annually, shall identify the protected species to be surveyed in the following twelve months, the objectives of the surveys and shall set out the methodologies to be used and the procedures for reporting to the City Council as local planning authority the survey result. The results of all surveys shall be submitted to the City Council as local planning authority and utilised as baseline information in relation to specific mitigation works, with such works being

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included within any detailed planning applications for the development , or phase of development hereby approved.

Reason

In the interests of the ecological potential of the area, pursuant to policies E2.2, E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995)

16) Prior to the commencement of development, or phase of development (including site clearance), full details of any lighting schemes along the Ashton Canal shall be submitted to, and approved in writing by, the City Council as local planning authority. Such a scheme shall be designed to minimise the impact of light pollution on the canal and shall be implemented as agreed.

Reason

In the interests of the ecological potential of the canal, pursuant to policies E2.2, E2.3 and E2.4 of the Unitary Development Plan for Manchester (adopted 1995)

17) Prior to the commencement of development or phase of development on site (including site clearance), a method statement for the control of Japanese Knotweed shall be submitted to, and approved in writing by, the City Council as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason

To ensure a satisfactory development, pursuant to policy H2.7 of the Unitary Development Plan for Manchester (adopted 1995)

18) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the development or phase of development hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason

To ensure that there is adequate car parking for the development, or phase of development, proposed when the development, or phase of development, is occupied, pursuant to policy E3.3 of the Unitary Development Plan for Manchester (adopted 1995).

19) No part of the development or phase of development hereby approved shall be occupied until space and facilities for bicycle parking have been provided in accordance with details to be submitted to and approved in writing by the City Council as local planning authority. These facilities shall then be retained and permanently reserved for bicycle parking.

Reason

To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development or phase of development have a range of options in relation to mode of transport, pursuant to policy T3.7 of the Unitary Development Plan for Manchester (adopted 1995).

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20) Prior to the commencement of development or phase of development, full details of the proposed extension of the existing Controlled Parking Zone (CPZ) shall be submitted to, and approved in writing by, the City Council as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason

To ensure a safe highway and pedestrian environment, pursuant to policy T3.1 of the Unitary Development Plan for Manchester (adopted 1995)

21) Prior to the commencement of development or phase of development full details of all traffic calming within the site shall be submitted to, and approved in writing by, the City Council as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason

In the interests of pedestrian and highway safety, pursuant to policy T3.1 of the Unitary Development Plan for Manchester (adopted 1995)

22) Prior to the commencement of development, or phase of development, full details of the proposed canal-side walkway, including materials and lighting, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason

To ensure a satisfactory canal-side environment, pursuant to policy T3.8 of the Unitary Development Plan for Manchester (adopted 1995)

23) Prior to the commencement of development, or phase of development, full details of measures for the protection of the canal during construction shall be submitted to, and approved in writing by, the City Council as local planning authority. The development, or phase of development, shall be implemented in accordance with the approved details.

Reason

To prevent pollution of the Ashton Canal, pursuant to policies E2.2 and E2.3 of the Unitary Development Plan for Manchester (adopted 1995)

24) Prior to the commencement of development or phase of development, full details of access proposals for disabled people including route widths, levels and gradients, and details of how the development complies with "Design for Access 2" standards, shall be submitted to and approved in writing by the City Council as local planning authority before development commences. The approved details shall be implemented before the development or phase of development is first brought into use.

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Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester and the Disability Discrimination Act 1995. However, in approving the relevant drawings, the City Council as the local planning authority does not hereby give any warranty that the provisions of the Disability Discrimination Act 1995 have been complied with.

25) The permission hereby granted relates to a maximum of 134 residential units and a total of 150 sq metres commercial floorspace (Classes A1, A2, A3 or B1).

Reason

To ensure that the development is carried out in accordance with the policies contained in the Unitary Development Plan for Manchester (adopted 1995), pursuant to policies H2.7 and E3.3 of the Unitary Development Plan for Manchester (adopted 1995)

26) The permitted hours of opening of the commercial units fronting Ashton New Road shall be submitted to, and approved in writing by, the City Council as local planning authority, prior to the first occupation of the development or phase of development.

Reason

To safeguard the amenities of occupiers of nearby residential properties once the development is complete, pursuant to policies H2.2 and H2.7 of the Unitary Development Plan for Manchester (adopted 1995)

27) Prior to the commencement of development, or phase of development, the hours of servicing and deliveries to the commercial and industrial units shall be submitted to, and agreed in writing by, the City Council as local planning authority. The development, or phase of development, shall be implemented in accordance with the approved details.

Reason

In the interests of the residential amenities of existing and future occupiers, pursuant to policy H2.2 of the Unitary Development Plan for Manchester (adopted 1995)

28) Prior to the commencement of development, or phase of development, details of all roller shutters or security grilles shall be submitted to, and approved in writing by, the City Council as local planning authority. The roller shutters or security grilles shall be of an open grille construction, with the housing for the mechanism recessed behind the plane of the wall where the mechanism is to be located and be colour-coated in accordance with a scheme to be agreed in writing with the City Council as local planning authority before they are in place.

Reason

In the interests of visual amenity, pursuant to policies DC14 and E3.3 of the Unitary Development Plan for Manchester (adopted 1995)

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29) Upon the first occupation of the commercial units facing Ashton New Road, any proposed roller shutters on the frontage of the units shall be opened/ raised from 09.00am until the close of business in the evening.

Reason

In order to ensure that the appearance of the building is in keeping with the character of the area, pursuant to policy E3.3 of the Unitary Development Plan for Manchester (adopted 1995)

30) No development, or phase of development, approved by this permission shall be commenced until a scheme for the disposal of foul and surface waters has been submitted to, and approved in writing by, the City Council as local planning authority. The development, or phase of development, shall be implemented in accordance with the approved details.

Reason

To ensure a satisfactory means of drainage, pursuant to policy E1.3 of the Unitary Development Plan for Manchester (adopted 1995)

31) Prior to being discharged into any watercourse, surface water sewer or soakaway system, all surface water drainage from surface water systems shall be passed through an oil interceptor designed and constructed to have capacity and details compatible with the site being drained. Such a scheme shall be constructed and completed in accordance with the approved plans.

Reason

To prevent pollution of the Ashton Canal, pursuant to policy E1.3 of the Unitary Development Plan for Manchester (adopted 1995)

32) Prior to the commencement of development, or phase of development, a scheme for the extraction of any fumes, vapours and odours from any of the commercial uses within the development, or phase of development, hereby approved shall be submitted to, and approved in writing by, the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - In the interests of the amenities of the occupiers nearby properties, pursuant to policy H2.2 of the Unitary Development Plan for Manchester (adopted 1995).

33) Before the development or phase of development commences a scheme for acoustically insulating the proposed residential accommodation against noise from Ashton New Road, proposed tram line and stop adjacent to the development site and surrounding industrial activities shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason

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To secure a reduction in noise from Ashton New Road, proposed tram line and stop adjacent to the development site and surrounding industrial activities in order to protect future residents from noise nuisance, pursuant to policy H2.7 of the Unitary Development Plan for Manchester (adopted 1995).

34) Before the development or phase of development hereby approved commences, all buildings, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

Reason

To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policy H2.2 of the Unitary Development Plan for Manchester (adopted 1995).

35) Prior to the commencement of development, or phase of development, full details of all proposed boundary treatments, including materials, colour and finishes, shall be submitted to and approved in writing by the City Council, as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies H2.2, E3.3 and E3.5 of the Unitary Development Plan for Manchester (adopted 1995)

36) Prior to the commencement of development or phase of development, a shop front and signage design strategy for the commercial units fronting Ashton New Road, as well as any temporary infill panels required at ground floor level shall be submitted to, and approved in writing by, the City Council as local planning authority. The development, or phase of development, shall be implemented in accordance with the approved details.

Reason

To protect the visual amenities of Ashton New Road, pursuant to policies H2.2 and E3.3 of the Unitary Development Plan for Manchester (adopted 1995)

37) Prior to the commencement of development, or phase of development, full details of all off-site highway works, including signalisation of junctions, shall be submitted to, and agreed in writing by, the City Council as local planning authority. The development or phase of development shall be implemented in accordance with the approved details.

Reason

To ensure a satisfactory development in terms of highway safety, pursuant to policies E3.3 and T3.1 of the Unitary Development Plan for Manchester (adopted 1995)

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38) Details of the construction timetable relating to any phasing of the development shall be submitted to, and approved in writing by, the City Council as local planning authority prior to works approved under that phase being commenced.

Reason

The applicants have indicated that the works necessary to implement the scheme fully are likely to come forward in a phased manner, pursuant to policies E3.3 and H2.7 of the Unitary Development Plan for Manchester (adopted 1995)

39) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 1995 (or any order revoking and re-enacting that Order with or without modification), no development otherwise permitted by any of Classes A, B, C, D, E and H of Part 1 to Schedule 2 and Classes A and C of Part 2 to Schedule 2 of that Order shall be carried out within the development, or phase of development, hereby approved without the prior written permission of the City Council as local planning authority.

Reason

To safeguard the amenities of neighbouring occupiers and the general locality, pursuant to policy H2.2 of the Unitary Development Plan for Manchester (adopted 1995)

40) In the event that the development is not begun as a whole, than the conditions attached to this consent and numbered 3 to 39 shall apply to each phase of the development or as otherwise in writing by the City Council as local planning authority to be appropriate to that phase, and not to the development site or works as a whole, each and such phases being identified by information supplied by information supplied in accordance with condition 39 of this permission.

Reason

To ensure that the conditions attached to the consent are complied with for each phase or contract related to the implementation to which they are relevant, pursuant to policy R1 of the Unitary Development Plan for Manchester (adopted 1995)

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: 082135/FO/2007/N2 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 all held by the Planning Division.

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

Engineering Services

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Chief Executive's Landscape Practice Group
Head Of Valuation & Property Services
Environmental Health
Contaminated Land Section
Director Of Housing
Environment & Operations (Trees)
Environment & Operations (Highway Authority)
Environment & Operations (Refuse & Sustainability)
Environment Agency
GMPTE
Greater Manchester Police
Greater Manchester Ecology Unit
United Utilities
North West Regional Assembly
British Waterways Board
The Ramblers Association
Tameside Metropolitan Borough Council
Sport England (NW Region)
Greater Manchester Archaeological Unit
New East Manchester
1 – 18 (inclusive); 20 Foxdale Street, Manchester, M11 4SF
6 – 32 (evens); 126 – 140 (evens); 183 – 203 (odds) Eccleshall Street,
Manchester, M11 4SH
1 – 18 (inclusive); 20 – 28 (evens) Braddon Street, Manchester, M11 4SL
798 Ashton New Road, Manchester, M11 4RY
2 – 14 (evens) John William Street, Manchester, M11 4SE
1 – 18 (inclusive) Rushen Street, Manchester, M11 4SU
1 – 19 (inclusive); 21 – 25 (odds); 30 Langness Street, Manchester, M11 4SY
790; 792; 796 Ashton New Road, Manchester, M11 4RY
Clayton Community Farm, Turner Street, Manchester, M11 4TR
1 – 26 (inclusive) Eswick Street, Manchester, M11 4GN
1 – 18 (Inclusive); 20 – 26 (evens) Iredine Street, Manchester, M11 4GW
2 – 36 (evens) Bromlow Street, Manchester, M11 4QG
1 – 21 (inclusive); 23 Bebbington Street, Manchester, M11 4QQ
1 – 25 (odds) Parrott Street, Manchester, M11 4QW
Cmb Packaging Uk Limited, Bromlow Street, Manchester, M11 4QG
Greggs North West, Parrott Street, Manchester, M11 4GP
Walkers Of Manchester Ltd, Crabtree Lane, Manchester, M11 4GU
1, 3, 5, 74, 76, 79 Crabtree Lane, Manchester, M11 4GU
Carlton Bingo Club, Ashton New Road, Manchester, M11 4PD
1, 3 Stokes Street, Manchester, M11 4QU
Vintage Wings Ltd, Crabtree Lane, Manchester, M11 4GX
B & M Windows, Crabtree Lane, Manchester, M11 4GX
974-998 Ashton New Road, Manchester, M11 4PD
Kingston House, Crabtree Lane, Manchester, M11 4GX
Sgb Services Plc, Clayton Industrial Estate, 71 Crabtree Lane, Manchester,
M11 4GU
Acre Works, Crabtree Lane, Manchester, M11 4GU
Eva Industries Plc, Crabtree Lane, Manchester, M11 4GU
Eyes Forgings Limited, Crabtree Lane, Manchester, M11 4GU
R Atkinson, Crabtree Lane, Manchester, M11 4GU
Twinglass Limited, Crabtree Lane, Manchester, M11 4GU
C M B Sonoco Composites Ltd, Stokes Street, Manchester, M11 4QX
A Mayne & Son, 974-998, Ashton New Road, Manchester, M11 4PD

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Strawberry Duck, 76 Crabtree Lane, Manchester, M11 4GU
1 Stillwater Drive, Manchester, M11 4TD
34 – 52 (evens) Reading Close, Manchester, M11 1UA
Unit 12, Clayton Industrial Estate, 71 Crabtree Lane, Manchester, M11 4GU
Invicta House, 1 Claytonbrook Road, Manchester, M11 1AL
Unit 14, Clayton Industrial Estate Crabtree Lane, Manchester, M11 1BR
Compass Mechanical Services Ltd, Unit 11, Clayton Industrial Estate Crabtree Lane, Manchester, M11 1BR
Datesand Ltd, Unit 12, Clayton Industrial Estate Crabtree Lane, Manchester, M11 1BR
24 – 30 (evens); 41 – 47 (odds) Bob Massey Close, Manchester, M11 2GF
2 – 10 (evens) Edith Cavell Close, Manchester, M11 2HG
2 - 10 (evens) Kemnay Walk, Manchester, M11 2HZ
25 – 47 (odds) Invergarry Walk, Manchester, M11 2JB
16 – 30 (evens) Ornsay Walk, Manchester, M11 2GB
22 – 28 (evens) Village Walk, Manchester, M11 2HN
16 – 30 (evens) Ellon Walk, Manchester, M11 2HY
7 – 21 (odds) Kemnay Walk, Manchester, M11 2HZ
10 – 24 (evens) Strontian Walk, Manchester, M11 2HY
625; 631 – 635 (odds); 649 Ashton New Road, Manchester, M11 4RX
651-655 Ashton New Road, Manchester, M11 4RX
Clayton Post Office, 627 Ashton New Road, Manchester, M11 4RX
Lesser, Ashton New Road, Manchester, M11 4RX
Flat 1, Flat 2 633 Ashton New Road, Manchester, M11 4RX
Top Flat, 655 Ashton New Road, Manchester, M11 4RX
Flat 1, Flat 2, Flat 3 631 Ashton New Road, Manchester, M11 6RX
629 Ashton New Road, Manchester, M11 4RX
A Mayne And Son Limited, Ashton New Road, Manchester, M11 4RX
655 Ashton New Road, Manchester, M11 4RX
31 Ashton New Road, Manchester, M11 4RX
Flat, 31 Ashton New Road, Manchester, M11 4RX
Flats 3 – 7 (inclusive), 633 Ashton New Road, Manchester, M11 4RX
Top Flat, 653 Ashton New Road, Manchester, M11 4RX
Clayton Conservative Club, 625 Ashton New Road, Manchester, M11 4RX
Dental Surgery, 631 Ashton New Road, Manchester, M11 4RX
Clayton Service Station, 635 Ashton New Road, Manchester, M11 4RX
Shortcuts, 651-655, Ashton New Road, Manchester, M11 4RX
Post Office, Clayton Post Office, 627 Ashton New Road, Manchester, M11 4RX
Hastings Private Hire Ltd, 649 Ashton New Road, Manchester, M11 4RX
2 Clayton Hall Road, Manchester, M11 4WH
844 – 848 (evens) Ashton New Road, Manchester, M11 4GJ
657 – 679 (odds); 683; 687 – 689 (odds); 697 – 717 (odds); 719 – 725 (odds);
729 – 731; 940 Ashton New Road, Manchester, M11 4GR
872 Ashton New Road, Manchester, M11 4QT
850-852 Ashton New Road, Manchester, M11 4GJ
7 – 25 (odds); 8 – 26 (evens) Kintyre Close, Manchester, M11 4RE
Flat 1, Flat 2 872 Ashton New Road, Manchester, M11 4QT
Flat 1, Flat 2 850 Ashton New Road, Manchester, M11 4GJ
Top Flat, 731 Ashton New Road, Manchester, M11 4GR
Flat A, Flat B 729 Ashton New Road, Manchester, M11 4GR
205A; 205B; 207 – 213 (odds); 231 – 241 (odds) Eccleshall Street, Manchester,
M11 4QR
726; 745 – 757 (odds); 781; 783; 795 – 821 (odds); 849 – 859 (odds); 861; 874
– 896 (evens) Ashton New Road, Manchester, M11 4GR

List No. 13

900-902; 914 – 932 (evens); 934 - 938 Ashton New Road, Manchester, M11 4GT
Flat, 940 Ashton New Road, Manchester, M11 4GT
Flat 1, Flat 2 888 Ashton New Road, Manchester, M11 4QT
Flat 1, Flat 2 205 Eccleshall Street, Manchester, M11 4QR
Top Flat, 888 Ashton New Road, Manchester, M11 4QT
Ground Floor Flat, 888 Ashton New Road, Manchester, M11 4QT
Flat 1, Flat 2 918 Ashton New Road, Manchester, M11 4GT
National Solus 1197 Gable, 803 Ashton New Road, Manchester, M11 4QS
872A; 872B Ashton New Road, Manchester, M11 4QT
205; 205a Eccleshall Street, Manchester, M11 4QR
Flat 3, 872 Ashton New Road, Manchester, M11 4QT
Bedell Funeral Services, 900 Ashton New Road, Manchester, M11 4GT
Oldham Optician, 924 Ashton New Road, Manchester, M11 4GT
Advance Cladding & Insulation Group Ltd, Raynes House, 3 Stokes Street, Manchester, M11 4QU
The Cutting Room, 940 Ashton New Road, Manchester, M11 4GT
C & R Motor Factors, 934-938, Ashton New Road, Manchester, M11 4GT
2 – 24 (evens) Tobermory Close, Manchester, M11 4TB
Top Flat, 857 Ashton New Road, Manchester, M11 4PA
835; 841; 861a Ashton New Road, Manchester, M11 4PA
Classic Wines, 857 Ashton New Road, Manchester, M11 4PA

Representations were received from the following third parties:

197 Eccleshall Street
Sonoco Ltd, Crabtree Lane

Relevant Contact Officer: : Julia Ward
Telephone No. : (0161) 234 4636
Email : j.ward1@manchester.gov.uk