

<b>Application Number</b>	<b>Date of Appln</b>	<b>Committee Date</b>	<b>Ward</b>
102193/FO/2013/N2	2nd May 2013	25th Jul 2013	Gorton North Ward

**Proposal** Proposed erection of a part single part two storey specialist rehabilitation and recovery facility (Class C2) with associated access from Vine Street, car parking, boundary treatments and landscaping

**Location** Vacant Land Between Railway Line / Enterprise Trading Estate And Vine Street, Gorton, Manchester, M18 8SR,

**Applicant** Mr Steven Hubbard , Care UK Mental Health Partnerships Limited, Connaught House, 850 The Crescent, Colchester Business Park, Colchester, Essex, CO4 9QB

**Agent** Mr Toney Entwistle, FED3 Projects Limited, 4 Adams House, Northampton Science Park, Off Kings Park Road, Moulton Park, Northampton, NN3 6LG

### **Description**

The application site measures 0.82ha approx in area and is located within the Gorton North ward of the City. The site is located on Vine Street, Gorton and is approximately 6.4km away from the city centre. The site is currently a vacant brownfield site, that has been vacant for a long time. This land is part of an area of former railway land that was infilled in the late 1990s, and has remained vacant since that time. The application site is reasonably flat and is broadly rectangular in shape.

The northern boundary of the application site is formed by a tree-lined embankment, which slopes down to the railway cutting for the East West rail line. Directly to the south of the site is further vacant land. Beyond this is Vine Street Park which comprises an area of public open space and children's play area. On the opposite side of Vine Street to the east is a residential area dominated by two storey terraced properties and Enterprise Trading Estate is located to the west.

Planning permission is sought for the erection of a part single, part two storey specialist rehabilitation and recovery facility that will be registered with the Care Quality Commission (CQC) as a 'residential care home' and falls within use-class C2 as defined by the Town & Country Planning (Use Classes) Order 1987 (as amended). The proposed development is part re-provision of existing facilities and part new provision. The facility is to replace Care UK's current 20 bed service at Brierley Court in Church Lane, Moston with a 46 bed hospital incorporating 12 extra care apartments.

As outlined within the Planning Statement, the new development at Vine Street would be a state of the art facility which can cater to the complex needs of users, and has been designed to provide a number of different environments to meet local commissioning need. The new hospital would provide a more pleasant living environment, improved facilities, single sex accommodation separation, and increased garden area. This facility would be for people who are preparing to live independently after an often extensive period of poor mental wellbeing. Before they finally move on, they need a time in a sheltered and safe environment while they

build up their confidence and regain their daily living skills and continue the process of recovery. People would come to the development from various inpatient services but typically people will have spent several months or longer in a specialist recovery or rehabilitation service learning how to manage their mental health in preparation for a move of this kind. They will often have longstanding mental health issues, however this does not make them a risk to others, but they may be vulnerable or unable to support themselves independently. This facility would offer them a final stepping stone back into full community life.

The Specialist Rehabilitation and Recovery Facility comprises three inter-related elements. The 34 bed intensive rehabilitation unit is made up of a 22 bed male rehabilitation suite, a 6 bed female rehabilitation suite and a 6 bed rehabilitation with complex care suite. The new hospital will include a 6 bedded service for people with complex needs. The 12 extra care rehabilitation apartments will be registered with the CQC as a residential care home. 2 apartments will be designed to meet the needs of service users who have a physical disability and may be wheelchair users. It is anticipated that this facility will bring approximately 90 jobs to Gorton (working in shifts of 40-45 people at any one time), with approximately 50% of these jobs being new positions for the local area.

The proposed buildings are arranged in 2 blocks surrounded by hard and soft landscaping, car parking to the front of the facility onto Vine Street and secured by good quality boundary treatments. Access for vehicles and pedestrians is from the existing access point onto Vine Street. It is proposed to provide 24 car parking spaces, including 2 spaces to disability standards. It is also proposed to provide stands to accommodate 6 no. cycles. The Intensive Rehabilitation block located to the front of the site is a part single storey, part two storey building consisting of a north and a south wing. The Extra Care Apartment Block is located to the rear of the site and comprises 12 single storey rehabilitation apartments of 40 sq.m with their own front door, comprising lounge, kitchen, bedroom and en-suite shower room.

This is a fully detailed application that has been submitted with a full suite of drawings and the following documents:

- Design and Access Statement
- Landscape Masterplan
- Statement of Community Involvement
- Transport Statement
- Framework Travel Plan
- Phase 1 Habitat Survey
- Desk Based Archaeological Assessment
- Noise and Vibration Assessment
- Flood Risk Assessment and Drainage Strategy
- Energy Statement
- BREEAM Pre Assessment Report
- Geo-environmental Report
- Care UK Needs Assessment

## **Consultations**

### Advertisement

The application has been advertised through the display of 2 site notices along the frontage of the site (22<sup>nd</sup> May 2013) and in the press (10<sup>th</sup> May 2013) as being a Major Development. No letters of representation were received in response to these adverts.

### Local Residents/Businesses

No letters of representation have been received for this application

### Supported Housing

The proposed development was discussed at the Supported Housing Monitoring Group (SHMG) meeting. The group has now completed its evaluation and concluded that it supports a development of this nature in the city. However, the group agreed that the location for a development of this size would have to concur with Regeneration. The group was confident that the improvements would aid in improving quality of life for Manchester's residents that require a robust approach to mental health recovery. This proposal has the support of the council's Adults Mental Health Commissioner and NHS Manchester.

### East Manchester Regeneration Team

East Manchester Regeneration are familiar with the health provision proposed at this site and are happy that it would be suitable provision to go forward from a Regeneration perspective. EMR were involved with the consultations that CARE UK provided to engage and inform local people. There were some rather emotional concerns expressed at this meeting, however it is EMR's view that these were about the perceptions of such a health provision rather than the proposals themselves. As such, EMR have no concerns about this proposal.

### Highway Services

The initial response requested further information in relation to the existing facility trip generation, a fully detailed travel plan through a condition, bus service frequencies, servicing through the proposed access gates, the size of car parking spaces, drop off areas for possible ambulances and potential rights of way issues. The applicant then submitted an updated Transport Statement, additional information about bus services and confirmation that there are no public rights of way across the site. Therefore, Highway Services have now confirmed that the proposals appear to be acceptable.

### Arboriculture

A site visit has been completed and from an arboricultural point, there are no objections to the proposed work.

### Environmental Health

There are no objections to the proposals subject to conditions in relation to acoustic insulation of the residential accommodation, insulation of any external equipment and the submission of a waste management strategy.

### Contaminated Land Section

Historical information relating to this site indicates the possible presence of significant levels of contamination. It is therefore recommended that an appropriate condition should be attached to any approval given.

#### Greater Manchester Archaeology Unit

The application has been submitted supported by an Archaeological Desk-Based Assessment (DBA) prepared by CgMs Consulting. The report has been prepared with information drawn from the Historic Environment Record, historic mapping and documentary sources, along with the results of a walkover survey. The report meets the basic requirements for heritage assessment as set-out in NPPF paragraph 128. Having considered all the available information the DBA report concludes (5.3) that the site retains a very limited archaeological potential. It specifically concludes that no further work should be undertaken (5.3.3). GMAAS accepts the DBA as submitted, including the general conclusion, and recommends that no further archaeological requirement be placed upon the applicant.

#### Network Rail

The initial response from Network Rail included an objection to the development on the grounds of encroachment. The applicant's red line boundary encroached onto land owned by Network Rail. It was stated that if the applicant removed all Network Rail land from their proposals, then there would be no objections subject to certain conditions. The applicant has now removed all the Network Rail from the red line boundary and this has been confirmed as acceptable by NR. The requested conditions have been included as either conditions or informatives.

#### Environment Agency

The EA have reviewed a Phase I and Phase II Geo Environmental Site Investigation for Vine Street, Gorton, Manchester, dated March 2013. REC Reference: 44766p1r0. This report has been reviewed to assess the impact on controlled waters. The site is located above an unproductive superficial aquifer and a Secondary B bedrock aquifer. There are no surface water features in the immediate vicinity of the site. We consider the site to be of a low risk to controlled waters due to the distance from any surface water features and the presence of the Devensian Till preventing any migration into the Secondary B aquifer. Should the Council be minded to approve the application, the EA would recommend an appropriately worded condition be included in any approval.

#### Electricity North West

ENW have considered the planning application and find it could have an impact on our infrastructure. The development is shown to be adjacent to or affect Electricity North West operational land or electricity distribution assets. Where the development is adjacent to operational land the applicant must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements.

### **Policy Context**

#### Local Planning Policies

Manchester Core Strategy 2012 – 2027 (adopted July 2012)

The Manchester Core Strategy 2012 - 2027 forms the key Development Plan Document (DPD) in Manchester City Council's Local Development Framework (LDF) and sets out long term strategic policies for Manchester's future development. The Core Strategy identifies five regeneration areas that, along with the city centre, cover the entire city. Each area has different issues, challenges and opportunities.

Specific Core Strategy policies that support the regeneration of this site are as follows:

SP1 'Spatial Principles' - Policy SP1 advises that the emphasis is on the creation of neighbourhoods of choice, providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment. The majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas. Policy SP1 states under Core Development Principles, that Development in all parts of the City should:-

\* Make a positive contribution to neighbourhoods of choice including:-

- creating well designed places that enhance or create character;
- making a positive contribution to the health, safety and wellbeing of residents;
- considering the needs of all members of the community regardless of age, gender, disability, sexuality, religion, culture, ethnicity or income;
- protect and enhance the built and natural environment.

\* Minimise emissions, ensure efficient use of natural resources and reuse previously developed land wherever possible; and

\* Improve access to jobs, services, education and open space by being located to reduce the need to travel and provide good access to sustainable transport provision.

H1 'Overall Housing Provision' - Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings.

H10 'Housing for People with Additional Support Needs' - Proposals for accommodation for people with additional support needs will be supported where there is not a high concentration of similar uses in the area already, where it will contribute to the vitality and viability of the neighbourhood, and where there would not be a disproportionate stress on local infrastructure such as health facilities.

T2 'Accessible Areas of Opportunity and Need' - The Council will actively manage the pattern of development to ensure that new development: -

\*Is located to ensure good access to the City's main economic drivers, including the Regional Centre, the Oxford Road Universities and Hospitals and the Airport and to ensure good national and international connections,

\* Is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities. Particular priority will be given to providing all residents access to strategic employment sites including:-

- Links between North Manchester residents and key employment locations, including the City Centre, Central Park, Salford Quays and Chadderton Industrial Estate and Trafford Park.
- Links within East Manchester to employment locations, Central Park and Eastlands in particular.
- Links within Central Area between residents and employment, the Corridor in particular and east/west connectivity for residents in Central Area to employment areas in Trafford and East Manchester.
- Maintaining strong links between residential areas in the South and the Regional Centre and improving connectivity with the Airport.
- Ensuring good links between Wythenshawe residents and the Airport and further employment opportunities in Stockport, Trafford and the Regional Centre.

\* Within the City Centre, provides a level of car parking which reflects the highly accessible nature of the location, as well as the realistic requirements of the users of the development. Elsewhere, all new development should provide appropriate car parking facilities, taking account of the guidance in appendix B, which reflects policy in the Regional Strategy (RS). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B. If the RS is revoked the Council will continue to use these standards when applying this policy. Standards are set for two different area types:

- District Centres
- Areas not within the City Centre or District Centres

The car parking standards are maximums and the cycle and disabled car parking standards are minimums. However the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. Includes proportionate Traffic Impact Assessments and Travel Plans for all major applications and for any proposals where there are likely to be access or transport issues.

EN6 'Target Framework for CO2 reductions from low or zero carbon energy supplies' - Applications for residential development of 10 or more units and all other development over 1,000 sq m will be expected as a minimum to meet the target shown in Tables 12.1 or 12.2, unless this can be shown not to be viable. This should be demonstrated through an energy statement, submitted as part of the Design and Access Statement. Such a statement will be expected to set out the projected regulated energy demand and associated CO2 emissions for all phases of the development. Developments smaller than the above threshold, but involving the erection of a building or substantial improvement to an existing building will also be expected to meet the minimum target, where viable, but will not be expected to submit an energy statement. The target framework relates to three broad development locations and their potential for low and zero carbon, decentralised energy. The areas are defined as follows:

- Target 1 Network development areas: Locations where the proximity of new and existing buildings, the mix of uses and density of development provide the right conditions to support district heating (and cooling).
- Target 2 Electricity intense areas: Locations where the predominant building type has an all electric fit-out such as retail units and leisure complexes.

- Target 3 Micro-generation areas: Locations where lower densities and a fragmented mix of uses tend to mean that only building scale solutions are practical.

EN15 'Biodiversity and Geological Conservation' - The Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City. Particular consideration will be given to:

- sites with international or national designations for their biodiversity value. Manchester contains one Site of Special Scientific Interest (SSSI) (Cotteril Clough); there is a Special Area of Conservation (SAC) and an SSSI just over the border in Oldham (both on the Rochdale Canal within Oldham);
- other sites of biodiversity value, including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs); Manchester currently has 35 SBIs (including the Rochdale and Ashton Canals) and 7 LNRs; priority habitats found within Manchester, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- protected and priority species, as listed in the Manchester Biodiversity Strategy and included in the Greater Manchester Biodiversity Action Plan (GM BAP);
- sites that are recognised for their geological importance;
- the Council's objective to protect and conserve the City's existing trees and woodlands and the aim for a net increase in trees across the City.

Developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate, with reference to: the Manchester Biodiversity Strategy, which provides further details of priority habitats within Manchester and opportunities for biodiversity enhancement including corridors such as the Mersey, Medlock and Irk river valleys, the canals and disused railway lines and areas of managed greenspace particularly in parks; the Green Infrastructure Framework for Greater Manchester, which encompasses an ecological framework that seeks to guide and inform habitat creation and repair, including identifying large 'biodiversity opportunity areas' including the Moston Brook Corridor and Nutsford Vale; the Open Space, Sport & Recreation Study, which identifies areas where there is a deficit of natural and semi-natural greenspace, opportunities for green corridors and other linkages; Manchester's Climate Change Action Plan; the Strategic Flood Risk Assessment (SFRA) for Manchester; the Habitats Regulations Assessment (HRA) for Manchester, which gives detailed consideration to Special Areas of Conservation (SACs), including the Rochdale Canal SAC just outside the district boundary; the River Basin Management Plan for the North West; the Manchester Tree Strategy.

Any adverse impacts on biodiversity will need to be justified against the wider benefits of the proposal, assessed against other LDF policies. Where adverse impacts are unavoidable, developers will be required to provide appropriate mitigation and/or compensation. Development should wherever possible seek to maintain, enhance or restore existing geology.

EN18 'Contaminated Land and Ground Stability' - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this

document. Any proposal for development of contaminated land must be accompanied by a health risk assessment. All new development within former mining areas shall undertake an assessment of any associated risk to the proposed development and, if necessary, incorporate appropriate mitigation measures to address them.

DM1 'Development Management' - Follows the principles advocated in the aforementioned policies and informs that all development should have regard to the following specific issues for which more detailed guidance may be given within a supplementary planning document:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- Community safety and crime prevention.
- Design for health.
- Adequacy of internal accommodation and external amenity space.
- Refuse storage and collection.
- Vehicular access and car parking.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Green Infrastructure including open space, both public and private.
- Flood risk and drainage.
- Existing or proposed hazardous installations.
- Developers will be required to demonstrate that new development incorporates sustainable construction techniques.

The detailed assessment of the scheme contained within the following issues section of this report will outline that it is considered the proposal accords with all of the Core Strategy policies listed above.

#### Saved Policies within the Unitary Development Plan for the City of Manchester (1995)

The UDP is contained within the City Council's Local Development Scheme as a 'saved' document. The application site is covered by area policies GO1 and land use allocation policy GO5.

Policy GO1 states that in deciding its attitudes to proposals within North and South Gorton, the Council will have regard to the general policies within Part 1 of the Plan in order to:- a) improve the quality and range of the local housing stock to meet the needs of the community; b) improve the quality of the local environment; d) improve the quality and promote the use of open spaces and recreational facilities for leisure use; and f) provide an efficient transport system, improving access to job opportunities, shopping and leisure facilities and open space.

The application site is an area of land that has a land use allocation in the adopted Unitary Development Plan (UDP) for the City of Manchester. The land is allocated for residential purposes and is covered by Policy GO5. The policy states that certain sites are allocated for new residential development, including b) Vine Street; as these sites will contribute to the regeneration of Gorton North and South and the Plan's overall housing land availability.

There is also a city wide development control policy that is of relevance to this proposal, including the following:

DC2 'Rest Homes and Nursing Homes' – Policy DC2.1 states that in determining planning applications for rest homes, nursing homes and other uses within Class C2 of the Use Classes Order, the Council will have regard to:

- a. the effect of the operation of the business on the amenity of neighbouring residents;
- b. the standard of accommodation for the intended occupiers of the premises, including the availability of private outdoor amenity space;
- c. the effect of the proposals on visual amenity;
- d. the availability of adequate, safe and convenient arrangements for car parking and servicing;
- e. the ease of access for all, including disabled people;
- f. the desirability of avoiding an over-concentration of special needs or housing in any one area of the City; and
- g. the desirability of broadly maintaining the existing character of a residential street or group of adjoining streets.

Policy DC2a.1 goes on to outline how planning permission will be refused when it cannot be demonstrated that development proposals will contribute to the achievement of the following objectives for the City's local communities:

- (i) to ensure a more even spread of "special needs" accommodation within local areas and across the City as a whole, in order to encourage provision closer to where needs arise and avoid the need for people to move from their local community to find the accommodation they require;
- (ii) to ensure the protection of the residential character and amenity of family housing within established communities;
- (iii) to avoid the unnecessary loss of the bigger dwelling houses available for larger and extended families;
- (iv) to help local communities accommodate a range of special needs without the risk of social stress;
- (v) to avoid stigmatising a particular neighbourhood or a particular type of accommodation;
- (vi) to create and retain a positive perception of all areas of the City as a contribution towards the goal of maintaining stable and self-sustaining communities;
- (vii) to attempt to sustain the vitality and viability of local economies, by encouraging a wide diversity of social groups to live within all parts of the City;
- (viii) to avoid creating disproportionate stress on local services, such as health and education; and

- (ix) to avoid additional pressure on primary and secondary health care provision in parts of the City where there are already identified concerns about adequacy of services.

As with the Core Strategy policies above, the detailed assessment of the scheme contained within the following issues section of this report will outline that it is considered the proposal accords with all of the saved UDP policies listed above.

### National Planning Policies

#### National Planning Policy Framework (March 2012)

The National Planning Policy Framework document sets out the Government's planning policies for England and how these are expected to be applied. The main aims of the document are to outline that the purpose of the planning system is to contribute to the achievement of sustainable development.

It explains that there are three dimensions to sustainable development: economic, social and environmental. These dimensions give rise to the need for the planning system to perform a number of roles:

- an economic role, contributing to building a strong, responsive and competitive economy, by ensuring that sufficient land of the right type is available in the right places and at the right time to support growth and innovation; and by identifying and coordinating development requirements, including the provision of infrastructure;
- a social role, supporting strong, vibrant and healthy communities, by providing the supply of housing required to meet the needs of present and future generations; and by creating a high quality built environment, with accessible local services that reflect the communities needs and support its health, social and cultural well-being; and
- an environmental role, contributing to protecting and enhancing our natural, built and historic environment; and, as part of this, helping to improve biodiversity, use natural resources prudently, minimise waste and pollution, and mitigate and adapt to climate change including moving to a low carbon economy.

Core planning principles in the Framework - Within the overarching roles that the planning system ought to play, a set of core land-use planning principles should underpin both plan-making and decision-taking. In this case specific weight is given to the need to:

- i. Proactively drive and support sustainable economic development to deliver the homes, business and industrial units, infrastructure and thriving local places that the country needs;
- ii. Secure high quality design and a good standard of amenity for all existing and future occupants of land and buildings;
- iii. Take account of the different roles and character of different areas, promoting the vitality of our main urban areas;
- iv. Support the transition to a low carbon future in a changing climate, taking full account of flood risk and encourage the reuse of existing resources, including conversion of existing buildings, and encourage the use of renewable resources,

including renewable energy; Contribute to conserving and enhancing the natural environment and reducing pollution;

- v. Encourage the effective use of land by reusing land that has been previously developed (brownfield land), provided that it is not of high environmental value;
- vi. Promote mixed use developments, and encourage multiple benefits from the use of land in urban and rural areas, recognising that some open land can perform many functions;
- vii. Actively manage patterns of growth to make the fullest possible use of public transport, walking and cycling, and focus significant development in locations which are or can be made sustainable; and
- viii. Take account of and support local strategies to improve health, social and cultural wellbeing for all, and deliver sufficient community and cultural facilities and services to meet local needs.

National Policy Framework has been related to the proposed development, with particular emphasis given to the outlined policies, and these issues have been considered with reference to the core strategy policies as set out in the report.

## **Issues**

### Article 31 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. The applicant did seek pre-application advice from the City Council prior to the submission of this planning application and the positioning of the buildings and the design number was tailored to be in accordance with the advice given. However, further concerns were raised throughout the application process in relation to the red line boundary and possible encroachment into Network Rail land. Officers worked in a positive and proactive manner with the applicant and this issue has been satisfactorily resolved. Therefore, the scheme is now acceptable and in accordance with the Development Plan.

### 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, and the replacement with a C2 supported residential use, together with the fact that the applicant has submitted a desk top study of the contaminated land and landfill gas in the area, an ecological study, an arboricultural survey and traffic statement, together with a design and access 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.

### Principle

It is considered that the redevelopment of this vacant area of land for a Class C2 supported residential use is acceptable in principle and in line with the land use allocation. The proposal does fall within extant housing allocation GO5 (b) Vine Street, and it is acknowledged that this proposal is not for the provision of residential

housing. However, it is considered that the provision of supported housing in this location fits in with the principle of the allocation and this scheme would not develop the whole allocated site, which would leave the remainder of the allocated land for redevelopment. The Council's 2010 SHLAA states that the GO5 allocated land has the capacity for 47 units, which are expected to be delivered 2018/19 and 2019/20. This will be reduced by the development of this C2 facility, however it is hoped that the regeneration of this parcel of land will actually be a catalyst for the redevelopment of the remainder of the site to the benefit of the regeneration of this neighbourhood.

Therefore, it is considered that the proposals are acceptable in principle. However, the loss of open ground and trees/shrubs from within the site, and the impact of the development on the character of the area and the surrounding residential properties should be assessed.

#### Class C2 Supported Accommodation

A Statement of Need has been submitted with this planning application to justify the delivery of the proposals in this location. This explains why the current provision at Brierley Court in Moston is no longer fit for purpose and that moving the service only a short distance will cause minimal disruption to the facility and the delivery of care. As outlined above, the proposed development has been assessed by the Supported Housing Monitoring Group and concluded that it supports a development of this nature in the city and in this location. The group was confident that the improvements would aid in improving quality of life for Manchester's residents that require a robust approach to mental health recovery. It is not considered that there will be a significant effect of the operation of the business on the amenity of neighbouring residents, the standard of accommodation for the intended occupiers of the premises will be of a very good quality, including the good availability of private outdoor amenity space, there is good availability of adequate, safe and convenient arrangements for car parking and servicing, and there is a desirability of broadly maintaining the existing character of a residential street or group of adjoining streets. Therefore, it is considered that the provision of this C2 supported housing development in this location is acceptable.

#### Design and Appearance

This proposal includes the creation of good quality supported housing accommodation that will improve the appearance of the site and the area. The design of the proposed buildings consists of a contemporary approach to a traditional design to move away from institutional type architecture that is commonly associated with this nature of development. It also utilises the positive features of the site and surrounding properties.

The buildings have been designed as part single, part two storey forms to be sympathetic to the existing buildings and create elevational interest to the street frontage onto Vine Street. The structure will be constructed using traditional methods and wall elements are proposed to be a red fair face brick to complement surrounding properties, with elements covered with a cream render to highlight the main entrance. Further elements will be rendered within the safe courtyard using coloured render to break down the massing. A standing seam panel is proposed at high level with slate grey interlocking tiles for the pitched roof elements and a single ply roof membrane for the flat roof elements. The buildings will be surrounded with

quality boundary treatments including railings to the street frontage and timber fencing to create a suburban appearance. The design will create a general improvement to the overall appearance within this area and it is now considered that this development will create a positive feature within the Vine Street area. Therefore, it is considered the design and external appearance of this development to be acceptable.

#### Density and Scale

The surrounding area is characterised predominantly by two storey residential properties in terraces or semi-detached properties, with some commercial uses close to the site. The level of built form to landscaped areas provides a medium density that is in keeping with the layout and density of the vicinity and the new buildings will be only single or two storeys in height. It is felt that the application has secured an appropriate scale and massing to development in relation to the surrounding area. Therefore, it is considered that this development acceptable in relation to density and massing.

#### Car Parking and Highways

A Transport Statement has been completed and submitted to accompany the application. The scheme includes the provision of 24 car parking spaces and 6 cycle parking spaces, including 2 designated accessible bays and will utilise the existing vehicular access point from Vine Street. The Transport Statement outlines that the expected number of morning peak hour car driver trips would be 9 trips and that the expected number of evening peak hour car driver trips would be 8 trips. Therefore, as a result of the combination of good access to public transport options and the low trip generation characteristics of the proposed use of the site, the development is expected to result in negligible levels of overall car traffic. Speed surveys were also conducted to ensure that the visibility splays proposed for the site entrance are appropriate. The concerns raised by Highways Services initially have now been satisfactorily addressed and appropriate conditions have been included in relation to parking and the submission of a Full Travel Plan. Therefore, it is not considered that the proposed development would be detrimental to the levels of pedestrian and highway safety currently enjoyed in the vicinity of the site.

#### Residential Amenity

It is acknowledged that there are residential properties directly surrounding the application site and there would be a significant increase in the amount of development on the site compared to the existing vacant land. However, the new buildings are set back within the site away from the front boundary and the existing street trees along Vine Street will be accompanied by new planting along the front boundary of the site to assist in screening the new facility from the residential properties on Vine Street and beyond. As the development includes the provision of part single, part two storey buildings, it is not considered that there would be any undue reduction in the light or privacy currently received by existing properties and the facility would not create an overbearing impact on the street scene. As this is a supported housing development in principle, there should not be a significant increase in the noise generated from the site and the general activity should be limited to staff and visitors leaving and returning the accommodation. Therefore, it is not considered that this proposal will have a detrimental impact on the residential amenity currently enjoyed by the surrounding occupants. A significant number of

conditions would be included in any approval that would protect the amenity of the surrounding residents.

#### Trees and Landscaping

It is acknowledged that the proposal for redeveloping this site does include the removal of a high proportion of the existing trees and vegetation on this vacant piece of land within the application site. However, the trees located within the site are of low amenity value and this proposal includes the retention of all of the existing mature street trees located within the footpath to the front of the site along Vine Street, which are considered of high amenity value by both local residents and the City Council. These street trees have been in place for a long period of time and have grown to maturity. Therefore, it is very important that these trees are retained and protected accordingly.

In relation to the loss of trees and shrubs within the site, it is the intention of the developer to provide a comprehensive landscaping scheme for the site including native, ornamental feature landmark and ornamental blossom tree planting and hedge, ornamental shrubs, and specimen shrub planting around the site. The existing trees that are to be retained, would be robustly protected by a condition stating BS5837 'Trees in relation to Construction'. Further conditions would also be included in any approval, relating to landscaping, works to trees and the protection of nesting birds. Therefore, it is considered that the retention of existing trees and the comprehensive landscaping for this development is acceptable.

#### Noise

An acoustic and vibration report has been submitted along with the planning application, due to the application site being located adjacent to a railway line. The Head of Regulatory and Enforcement Services has assessed this report and there is no objection to the provision of supported residential accommodation in this location next to the railway. Relevant conditions have been included in relation to acoustic insulation of the accommodation and of any externally mounted equipment to be submitted prior to the commencement of the development on site.

#### Sustainability

An Energy Statement and a BREEAM Pre-Assessment have been submitted to accompany the application. It is confirmed within these documents that the proposed development will achieve a "Very Good" BREEAM rating with a score of 60% being achieved. In compliance with MCC's Core Strategy Policy EN6, the proposed development will meet a target improvement of 15% on Part L of Building Regulations (2010). To achieve this, various energy efficient measures have been assessed to ensure that the development is as energy efficient as possible. The Energy Statement assessed various LZC technologies and concludes that the most suitable option is to introduce a Gas Combined Heat and Power (CHP) system to provide domestic hot water and space heating. This could be capable of achieving the 10% carbon emissions saving for BREEAM and the 15% required for Core Strategy Policy EN6. For the proposed site the incorporation of energy efficient design results in the reduction of the development CO2 emissions by approximately 33%, and energy consumption of approximately 40%. This is compared with a site designed in basic compliance with Building Regulations 2010. Therefore, this

proposal is considered to be acceptable in relation to sustainability matters and is in accordance with national and Core Strategy policies.

### Ecology

A Phase 1 Habitat Survey has been submitted to accompany this application. This report concludes that there was no evidence of protected species such as bats or great crested newts. With regards to badgers, the report recommends that a walkover survey is undertaken prior to any construction on the site, to look for any fresh signs of badger and to assess the activity of the sett close to the Site boundary. This has been requested through the inclusion of a specific condition. A small number of common bird species were recorded using the scattered trees and shrubs at the site and therefore, a condition has been included to ensure the timing of works on site should be sensitive and that the removal of any scrub or vegetation should ideally be undertaken outside of bird nesting season (usually being from March to September for most species). Greater Manchester Ecology Unit has been consulted on the submitted information, and they have confirmed that there are no objections to the proposals subject to the inclusion of the conditions mentioned above. Therefore, it is considered that there are no significant ecological impacts from the proposed development.

### Security

The applicants have provided a Crime Impact Statement completed by Greater Manchester Police with the application, which confirms that crime prevention measures will be incorporated into the design, and the design will have full regard to the principles of Secure by Design. Security of the site and the occupants is very important and certain boundary treatments are to be applied across the site to ensure safety and security. However, these are to be residential and not industrial/commercial in nature to create a good quality environment for the occupants and the surrounding area. A condition has been included to ensure the Secure by Design accreditation is achieved.

**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 Core Strategy and saved policies of the Unitary Development Plan, the Head of Planning 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 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.

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**Recommendation APPROVE**

**Article 31 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. The applicant did seek pre-application advice from the City Council prior to the submission of this planning application and the positioning of the buildings and the design number was tailored to be in accordance with the advice given. However, further concerns were raised throughout the application process in relation to the red line boundary and possible encroachment into Network Rail land. Officers worked in a positive and proactive manner with the applicant and this issue has been satisfactorily resolved. Therefore, the scheme is now acceptable and in accordance with the Development Plan.

**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:

The application form, the Design and Access Statement, the Planning Statement, the Statement of need dated April 2013, the Tree Survey report and the accompanying drawing numbered 1670/01, the Statement of Community Involvement, the Extended Phase 1 Habitat Survey and Ecological Appraisal, the Energy Statement, the Breeam Multi-Residential 2011 Pre-Assessment Report, the Flood Risk Assessment and Foul Water Statement, the Crime Impact Statement, the Noise and Vibration Assessment, and the Archaeological Desk-Based Assessment, the drawings numbered 12/301(PL)04, 12/301(PL)05, 12/301(PL)06, 12/301(PL)07, 12/301(PL)08, 12/301(PL)09, all stamped as received by the Local Planning Authority on the 11th April 2013, and the amended drawings numbered 12/301(PL)01/RevA, 12/301(PL)02/RevA, 12/301(PL)03/RevA, 1670/03/RevD, received by the Local Planning Authority by email on the 4th June 2013, and the amended Transport Statement dated 11th June 2013 and the accompanying email from Fed3 Projects received by the Local Planning Authority by email on the 11th June 2013.

Reason - To ensure that the development is carried out in accordance with the approved plans. Pursuant to policies SP1, EC5, H1, H10, T2, EN6, EN14, EN15, EN18 and DM1 of the Core Strategy, and saved policies GO5 and DC2 of the Unitary Development Plan for the City of Manchester.

3) No development that is hereby approved shall commence unless and until samples and specifications of all materials to be used on all external elevations of the development in accordance with the principles of materials shown on the approved elevational drawings and discussed within the Design and Access Statement, have

been submitted to and approved in writing by the City Council as local planning authority.

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.

4) No development shall commence until full details of plant/tree numbers, specific plant/tree species and a long term landscape maintenance scheme in accordance with the principles for hard and soft landscaping shown on plans numbered 12/301 (PL)03/RevA and 1670/03 RevD received by the Local Planning Authority on the 4th June 2013, has been submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. 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.

5) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans numbered 12/301(PL)03 RevA, 1670/03RevD received by the Local Planning Authority on the 4th June 2013 and the TPM Landscape Tree Survey Report dated February 2013, stamped as received by the Local Planning Authority on the 11th April 2013 and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

6) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

7) No trees shall be felled, or have any works undertaken on them, during the bird nesting and bat breeding seasons (March to September 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 EN15 of the Core Strategy.

8) No development shall commence on site, including site clearance, until survey for badgers has been submitted to and approved in writing by the City Council as the Local Planning Authority. Such a survey should be undertaken at an appropriate time of year and by a suitably experienced person, the identity of whom has been previously agreed in writing by the City Council. If badgers are found to be using the site or areas close to the site, and are likely to be disturbed by the proposed development, a method statement must be submitted to and approved in writing by the City Council as the Local Planning Authority giving details of how any possible disturbance to badgers is to be mitigated. Once approved, this method statement must be implemented in full. Works likely to affect badgers will need to be licensed by Natural England.

Reason - To protect any species that the site may support, which are protected by the Wildlife and Countryside Act 1981, and pursuant to Policy EN15 of the Core Strategy.

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

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

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before the development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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.

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 - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Core Strategy.

10) The development hereby approved shall be completed in accordance with the recommendations outlined within the Crime Impact Statement submitted to the Local Planning Authority on the 11th April 2013 in relation to the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved. 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.

11) The development hereby approved shall achieve a post-construction Building Research Establishment Environmental Assessment Method (BREEAM) rating of at least a 'very good' rating. Post construction review certificate(s) shall be submitted to, and approved in writing by the City Council as local planning authority, before any of the buildings hereby approved are first occupied.

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, policy DP3 of Regional Spatial Strategy for the North West (RSS), and the principles contained within The Guide to Development in Manchester SPD (2007), and the National Planning Policy Framework.

12) Deliveries, servicing and collections, including waste collections shall not take place outside the following hours: 07:30 to 20:00, Monday to Saturday, no deliveries/waste collections on Sundays/Bank Holidays.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation pursuant to Policies DM1 and SP1 of the Core Strategy.

13) No development shall commence until a scheme for the storage (including segregated waste recycling) and disposal of refuse has been 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 and shall remain in situ whilst the use or development is in operation.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation and to ensure adequate waste collection and recycling pursuant to Policies DM1 and SP1 of the Core Strategy.

14) The development hereby approved shall be completed in accordance with the acoustic attenuation scheme detailed within the Noise and Vibration Assessment completed by RS Acoustics Engineering Ltd received by the Local Planning Authority on the 11th April 2013, including particulars of the acoustic glazing and acoustically treated ventilation to be installed as part of the development to achieve a sound insulation performance of at least 27 dB Rw+Ctr from the building envelope construction and associated elements. The approved scheme shall be implemented in full before use of the residential premises first commences.

Reason - To protect the amenity of the occupants of the premises once the development hereby approved is occupied, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

15) Before first occupation of the development, 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 policies SP1 and DM1 of the Core Strategy.

16) If the development hereby approved shall include a lighting scheme and/or a CCTV system around the site, full details of such a scheme shall be submitted to and approved in writing by the local planning authority before the development hereby approved is first operational. The approved scheme shall then be implemented in full before the development is occupied unless otherwise agreed in writing by the local planning authority 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.

17) If when any lighting units are illuminated they cause undue glare or light spillage to the detriment of any nearby residential properties, baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

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.

18) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the building 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 proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Core Strategy.

19) No part of the development shall be operational until space and facilities for bicycle parking have been provided in accordance with details shown on the drawings numbered 12/301(PL)03RevA, submitted on the 4th June 2013. The approved space and facilities shall then be retained and permanently reserved for bicycle parking, unless otherwise agreed in writing with the City Council as the Local Planning Authority.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies T2, SP1 and DM1 of the Core Strategy.

20) Prior to the commencement of the development hereby approved, elevational drawings and specifications for the proposed refuse store and the cycle shelter shown on the proposed site plan numbered 12/301(PL)03RevA shall be submitted to an approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with approved drawings.

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.

21) Before the development hereby approved is first occupied a Travel Plan shall be submitted to and agreed 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 [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development 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 use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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 to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

22) The development hereby approved shall be completed in accordance with the position and principle of boundary treatments annotated on the landscaping plan numbered 1670/03RevD received by the Local Planning Authority by email on the 4th June 2013. No development shall take place until there has been submitted to and approved in writing by the local planning authority an elevational plan showing the design and materials of boundary treatment to be erected in these approved locations. The boundary treatment shall be completed before the development is first occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained.

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 in order to comply with policies SP1 and DM1 of the Core Strategy.

23) Prior to the installation of the photovoltaic panels shown on the approved drawings, full elevational details and product specifications shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be completed in accordance with the approved scheme and retained as such thereafter.

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, H1 and DM1 of the Core Strategy.

24) Prior to the commencement of the development hereby approved, full details of ground levels, earthworks and excavations to be carried out near to the railway boundary shall be submitted to and approved in writing by the Local Planning Authority. The development shall then be constructed in accordance with the approved details.

Reason - To protect the adjacent railway, pursuant to policy DM1 of the Core Strategy.

## **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: 102193/FO/2013/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 held by the Planning Division.

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

Highway Services  
Corporate Property  
Environmental Health  
Contaminated Land Section  
Neighbourhood Team Leader (Arboriculture)  
Special Needs & Supported Housing  
New East Manchester  
Travel Change Team  
Environment Agency  
Greater Manchester Police  
Greater Manchester Archaeological Advisory Service  
Network Rail  
United Utilities Water PLC  
Electricity Northwest  
Greater Manchester Ecology Unit  
133 Lees Street, Manchester, M18 8QL  
135 Lees Street, Manchester, M18 8QL  
137 Lees Street, Manchester, M18 8QL  
139 Lees Street, Manchester, M18 8QL  
141 Lees Street, Manchester, M18 8QL  
143 Lees Street, Manchester, M18 8QL  
145 Lees Street, Manchester, M18 8QL  
147 Lees Street, Manchester, M18 8QL  
13 Annable Road, Manchester, M18 8QR  
15 Annable Road, Manchester, M18 8QR  
17 Annable Road, Manchester, M18 8QR  
19 Annable Road, Manchester, M18 8QR  
21 Annable Road, Manchester, M18 8QR  
23 Annable Road, Manchester, M18 8QR  
25 Annable Road, Manchester, M18 8QR  
27 Annable Road, Manchester, M18 8QR  
29 Annable Road, Manchester, M18 8QR  
31 Annable Road, Manchester, M18 8QR  
33 Annable Road, Manchester, M18 8QR  
35 Annable Road, Manchester, M18 8QR  
1 Claymore Street, Manchester, M18 8SQ  
11 Claymore Street, Manchester, M18 8SQ  
3 Claymore Street, Manchester, M18 8SQ

5 Claymore Street, Manchester, M18 8SQ  
7 Claymore Street, Manchester, M18 8SQ  
9 Claymore Street, Manchester, M18 8SQ  
101 Vine Street, Manchester, M18 8SR  
103 Vine Street, Manchester, M18 8SR  
105 Vine Street, Manchester, M18 8SR  
107 Vine Street, Manchester, M18 8SR  
109 Vine Street, Manchester, M18 8SR  
111 Vine Street, Manchester, M18 8SR  
83 Vine Street, Manchester, M18 8SR  
85 Vine Street, Manchester, M18 8SR  
87 Vine Street, Manchester, M18 8SR  
89 Vine Street, Manchester, M18 8SR  
91 Vine Street, Manchester, M18 8SR  
93 Vine Street, Manchester, M18 8SR  
95 Vine Street, Manchester, M18 8SR  
99 Vine Street, Manchester, M18 8SR  
1 Wycombe Avenue, Manchester, M18 8SS  
10 Wycombe Avenue, Manchester, M18 8SS  
11 Wycombe Avenue, Manchester, M18 8SS  
12 Wycombe Avenue, Manchester, M18 8SS  
13 Wycombe Avenue, Manchester, M18 8SS  
14 Wycombe Avenue, Manchester, M18 8SS  
15 Wycombe Avenue, Manchester, M18 8SS  
16 Wycombe Avenue, Manchester, M18 8SS  
2 Wycombe Avenue, Manchester, M18 8SS  
3 Wycombe Avenue, Manchester, M18 8SS  
4 Wycombe Avenue, Manchester, M18 8SS  
5 Wycombe Avenue, Manchester, M18 8SS  
6 Wycombe Avenue, Manchester, M18 8SS  
7 Wycombe Avenue, Manchester, M18 8SS  
8 Wycombe Avenue, Manchester, M18 8SS  
9 Wycombe Avenue, Manchester, M18 8SS  
1 Burstead Street, Manchester, M18 8ST  
2 Burstead Street, Manchester, M18 8ST  
3 Burstead Street, Manchester, M18 8ST  
4 Burstead Street, Manchester, M18 8ST  
5 Burstead Street, Manchester, M18 8ST  
6 Burstead Street, Manchester, M18 8ST  
7 Burstead Street, Manchester, M18 8ST  
17 Alvan Square, Manchester, M11 1WU  
19 Alvan Square, Manchester, M11 1WU  
21 Alvan Square, Manchester, M11 1WU  
23 Alvan Square, Manchester, M11 1WU  
15A Alvan Square, Manchester, M11 1WU  
15B Alvan Square, Manchester, M11 1WU  
1 Alton Square, Manchester, M11 1LL  
3 Alton Square, Manchester, M11 1LL  
5 Alton Square, Manchester, M11 1LL  
7 Alton Square, Manchester, M11 1LL

9 Alton Square, Manchester, M11 1LL  
11 Alton Square, Manchester, M11 1LL  
13A Alton Square, Manchester, M11 1LL  
13B Alton Square, Manchester, M11 1LL  
Flat 1, 97 Vine Street, Manchester, M18 8SR  
97 Vine Street, Manchester, M18 8SR  
Unit 9, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Sapphire Garage, Lees Street, Manchester, M18 8QL  
Unit 3, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 4, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 1, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 2, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 5, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 6, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 7, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 8, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 10, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 11, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 12, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU  
Unit 14, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU

**Representations were received from the following third parties:**

Highway Services  
Environmental Health  
Contaminated Land Section  
Neighbourhood Team Leader (Arboriculture)  
Special Needs & Supported Housing  
New East Manchester  
Environment Agency  
Greater Manchester Archaeological Advisory Service  
Network Rail  
United Utilities Water PLC  
Electricity Northwest  
Greater Manchester Ecology Unit

**Relevant Contact Officer :** Jeni Regan  
**Telephone number :** 0161 234 4164  
**Email :** [j.regan@manchester.gov.uk](mailto:j.regan@manchester.gov.uk)