

Planning

Growth & Development

Delegated officer report for planning application

Application no. 130197/FO/2021

Date registered valid: 1 July 2021

Proposal: Erection of 2 dwellings fronting Honor Street creation of new access onto Honor Street, re-instatement of access onto Birch Lane, car parking, landscaping and associated facilities on land to the rear of 309 Dickenson Road.

Address: 309 Dickenson Road, Manchester, M13 0NR

Ward(s): Rusholme Ward

Applicant: Abbeyway Commercial Ltd C/o Agent

Agent (if any): Ms Amanda Pickering Q+A Planning Ltd The Stables, Paradise Wharf, Ducie Street, Manchester, M1 2JN

Case officer: Ian Jarvis
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Recommendation: Approve

Date of recommendation: 8 February 2022

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit:

Standard consultations:

Printed: 30 November 2021

Expired: 14 December 2021

Neighbour notifications

Printed: 6 January 2022

Expired: 20 January 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

This application relates to an area of open land to the rear of 309 Dickenson Road, which is a substantial detached 3 storey, 9 bed property. There is no record of any previous planning permissions granted, at no.309, so the authorised use of that property would appear to be as a Class C3 dwelling.

The site measures some 0.1ha and is located in a prominent location at the junction of Dickenson Road and Birch Lane and also has a frontage onto Honor Street. The applicant states that, in the past there was a large dwelling on the site, abutting no.309. That structure was demolished some time ago, but there is no indication as to when that was. In any event, the land is now vacant and unused. It is partly enclosed by fencing, has been subject to fly tipping and has an unkempt appearance which detracts from the street scene.

The site therefore has 3 frontages. On the southern frontage no.309 is separated from adjoining 3 storey properties by an alleyway. The western boundary adjoins Birch Lane, with some larger 3 storey properties on the opposite side of Birch Lane, and Honor Street forms the northern boundary with a row of two storey properties to the east. There are currently two points of access into the site (each with dropped kerbs); one to the eastern side of 309 Dickenson Road, in between the properties, and one off Birch Lane which served the previous house.

The applicant has submitted a number of schemes, each for 2 houses, although there were issues with the relationship of the proposed properties to adjoining streets and properties and to established building lines. The scheme now proposed shows a pair of three storey 5 bedroom

semi-detached houses, that front Honor Street. The properties face onto Honor Street with a driveway, to the side of each property, accessed from Honor Street, that can accommodate 2 vehicles, and with each property having a large garden area to the rear.

The proposal also includes the creation of a separate car parking area, for 6 vehicles, accessed from Birch Lane, which would serve the existing property (no.309).

New boundary treatment is proposed, so that the site would be surrounded by a mixture of brick wall and hedge planting, fencing and railings.

Consultations & Notification Responses

Local residents – No comments received.

Highway Services - Made the following initial comments:

The development is adequately accessible and they are satisfied that the amount of additional traffic generated will not adversely impact on the highway.

In relation to vehicle access to the development they would make the following comments:

- The existing access from Dickenson Road is to be removed (to function as an access for pedestrians and cycles only) and highway works will be required to remove the existing dropped kerb.
- The existing access from Birch Lane is being retained and they would recommend that this is realigned so that the access is at 90 degrees to the kerbline, they require tactile paving to be installed either side of the access and would recommend that it be widened. It is also recommended that the street lighting column is repositioned so that it is away from sightlines and the access should have a h-bar installed to keep it clear from parked vehicles.
- A new access is proposed from Honor Street and this should also have tactile paving installed either side and be provisioned with a h-bar.

The visibility splays provided verify that sufficient visibility is being provided to the Birch Lane and Honor Street accesses and are therefore acceptable.

The existing footway should be resurfaced across the entire section of Honor Street adjacent to the development as well as the section of Birch Lane adjacent to the development up to and including the vehicle access. Therefore, should the planning application be approved then alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval.

On-site parking is increasing from two to eleven spaces. Six of the spaces are for the two new houses, whilst the remaining five (including a disabled bay) and accessed from Honor Street are for the use of 309 Dickenson Road. Electric vehicle (EV) charge points are provided for each of the dwellings and one is provided for property no.309. This amount of onsite parking is acceptable to them and the swept path information provided verifies that the necessary vehicle manoeuvres can be satisfactorily undertaken.

It is noted that a secure, gated cycle parking area is provided to the side of 309 for 10 bikes and this proposal is acceptable to them.

With regard to waste storage it is noted that a separate bin store is being provided for the two new units as well as for 309 Dickenson Road. It is intended that the local authority waste collection service is to be used and for waste to be collected from Honor Street. For collection to 309 Dickenson Road, given that the proximity of the bin storage area to the collection point

exceeds the 10 metre waste operative travel distance,. They seek confirmation that the property management for this unit will arrange for the bins to be placed adjacent to the highway on collection days.

With regard to proposed boundary treatments, whilst their preference would be for property boundary treatments to be visually permeable upwards of 600mm (to ensure sufficient vehicle / pedestrian inter-visibility at access points) they do not object to the boundary treatment proposal.

No information is offered in relation to the provision of gates at the vehicle access points and we therefore assume than none are being provided.

Should the planning application be approved it is recommended that a Construction Management Plan be conditioned along with off-site highway works.

Following the submission of revised plans, showing a significant reconfiguration of the site layout, the following further comments were received from Highway Services:

A realigned vehicular access is now provided off Birch Lane and will now service an on site car park for the use of 309 Dickenson Road, which they assume is still to be a care facility. The amount of parking provided here is acceptable and one space will be provisioned with electric vehicle charging. They would recommend that one of the bays is changed to accessible use with minimum dimensions of 3.6 x 6m. The realignment of this vehicle access is supported and, as per their previous comments, we require tactile paving to be installed on either side of the access.

Two driveway accesses are now proposed on Honor Street for the two new units. Whilst one is close to Birch Lane (approximately 6.5m), on balance they consider that this arrangement is acceptable.

Each of the new units has provision for two cars and the driveway dimensions are adequate for this purpose. The gate arrangements should be modified so that they do not open outwards onto the public footway.

They would recommend that H-bars are installed across the driveways on Honor Street as well as the reconfigured access on Birch Lane.

The existing footway should be resurfaced across the entire section of Honor Street adjacent to the development as well as the section of Birch Lane adjacent to the development up to and including the vehicle access.

In terms of cycle storage, each of the units has provision and they would recommend that this is secure and sheltered.

With regard to waste management, the bin storage area for the two new units is acceptable and they anticipate that the bins will be presented adjacent to Honor Street for local authority collection. For property 309, whilst the waste storage area is acceptable to Highways, it is in excess of 10m from where waste can be collected and they therefore seek verification that the property management for this unit will arrange for the bins to be placed adjacent to the highway on collection days.

With regard to proposed boundary treatments, whilst their preference would be for property boundary treatments to be visually permeable upwards of 600mm (to ensure sufficient vehicle /

pedestrian inter-visibility at access points) they do not object to the boundary treatment proposal.

The applicant submitted revised plans, to address these points, confirming the following changes:

- An accessible bay has been included within the car parking area accessed off Birch Lane;
- The vehicular gates to the new properties now open inwards;
- H-bars have been included across the driveways on Honor Street as well as the reconfigured access on Birch Lane;
- A note has been added to the drawing to confirm that the property management for 309 will arrange for the bins to be placed adjacent to the highway on collection days; and
- Confirmation that applicant is prepared to enter into a S278 agreement to ensure that the existing footway adjacent to the development on Honor Street be resurfaced to adoptable standards as well as that section adjacent to the vehicular access on Birch Lane (including the provision of tactile paving).

Highways Services confirmed that these revisions were acceptable.

Strategic Area and Citywide Support Manager - Recommends that conditions are attached, to any permission, in relation to contaminated land, construction hours, acoustic insulation, air quality and approval of the proposed refuse arrangements.

Greater Manchester Police - Make the following comments:

- The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.
- All garden boundary treatments adjacent to publicly accessible land In particular the rear boundary should be 2100mm.
- Entrance gates should be installed that lead to the rear of the property and should be set forward as close to the building line as possible
- They would recommend that the pedestrian/vehicular route/parking area is well illuminated to provide a deterrent to would be criminals; this would also improve surveillance of the area.
- Vehicular entrance gates should be installed at both vehicular access paths so that residents can converse with, and vet, visitors prior to allowing entry.
- Dusk til Dawn lighting should be installed on all external doors

In summary, the application is supported subject to further consideration of the above matters.

Greater Manchester Ecology Unit - Makes the following comments:

Summary

There are unlikely to be any ecological issues associated with this development. Details relating to soft landscaping can be dealt with via condition.

Protected Species

The site has negligible potential to provide habitat for any protected species such as bats, badger and great crested newts. No further information or measures are required.

Bird Nesting Habitat

There appears to be no significant bird nesting habitat on the site, though small areas of scrub appear to be present around the margins of the plot. They are satisfied that the risk is low enough to be dealt with via an informative along the following lines.

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

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will replace a small area of rough grassland with gardens, buildings, hardstanding and tree and shrub planting. They are satisfied given the level of trees and shrub planting proposed that mitigation is achievable on-site as long as native trees are utilised and wildlife friendly shrubs. They are happy for the layout to be conditioned with a planting schedule to follow via condition.

United Utilities -They have reviewed the submitted Drainage Strategy, and can confirm the proposals are acceptable in principle to United Utilities and, should planning permission be granted, they request that a condition is attached in relation to approving the submitted drainage arrangements.

Issues

National Planning Policy Framework (July 2021) - Sets out the Government's Planning Policies for England and how these should be applied. It states that the purpose of the planning system is to contribute to the achievement of sustainable development. It states that achieving sustainable development means that the planning system has 3 overarching objectives:

An economic objective - to help build a strong, responsive and competitive economy, by ensuring that sufficient land, of the right types is available in the right places and at the right time to support growth, innovation and improved productivity; and by identifying and coordinating the provision of infrastructure;

A social objective - to support strong, vibrant and healthy communities, by ensuring that a sufficient number and range of homes can be provided to meet the needs of present and future generations; and by fostering well-designed, beautiful and safe places, with accessible services and open spaces that reflect current and future needs and support communities' health, social and cultural well-being; and

An environmental objective - to protect and enhance our natural, built and historic environment; including making effective use of land, improving biodiversity, using natural resources prudently, minimising waste and pollution, and mitigating and adapting to climate change including moving to a low carbon economy

It states that planning policies and decisions should ensure that developments:

a) will function well and add to the overall quality of the area, not just for the short term, but over the lifetime of the development;

b) are visibly attractive as a result of good architecture, layout and appropriate and effective landscaping;

c) are sympathetic to local character and history, including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation or change (such as increased densities);

d) establish or maintain a strong sense of place, using the arrangement of streets, spaces, building types and materials to create attractive, welcoming and distinctive places to live, work and visit;

e) optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development (including green and other public space) and support local facilities and transport networks; and

f) create places that are safe, inclusive and accessible, and which promote health and well-being, with a high standard of amenity for existing and future users, and where crime and disorder, and the fear of crime, do not undermine the quality of life or community cohesion and resilience.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this. paragraph 127).

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.

Policy SP1 identifies the City Council's Core Development Principles and states 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.

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.

Policy H1 'Overall Housing Provision' states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing. High density developments (over 75 units per hectare) are appropriate in both the City Centre

and parts of the Regional Centre given the accessible location. 90% of residential development will be on previously developed land. The re-use of vacant housing, including the renewal of areas characterised by poor quality housing, will be prioritised. New developments should take advantage of existing buildings where appropriate through refurbishment or rebuilding works. If this is not possible, development schemes should contribute to renewal of adjacent areas which contain vacant or derelict buildings.

Policy H1 goes on to state that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H5 relates to sites in Central Manchester and states that over the lifetime of the Core Strategy, the area will accommodate around 14% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted or adjacent to the regional Centre as well as within Hulme, Longsight and Rusholme District Centres as part of mixed use schemes.

The proposal is considered to comply with the aspirations within policy H5 in that it will provide a medium density residential development in an area of the City that is expected to accommodate residential growth.

Policy EN1 relates to design principles and strategic character areas and states that all development in Manchester will be expected to follow the seven principles of urban design listed below:

- Character: a place with its own identity
- Continuity and enclosure: a place where public and private places are clearly distinguished
- Quality of the public realm: a place with attractive, and successful outdoor areas
- Ease of movement: a place that is easy to get to and move through
- Legibility: a place that has a clear image and is easy to understand
- Adaptability: a place that can change easily
- Diversity: a place with variety and choice

Policy EN16 'Air Quality' states that the Council will seek to improve the air quality within Manchester. The proposal is not considered to compromise air quality and a construction management condition is proposed to be attached to any approval to include a requirement for measures be incorporated into the scheme to minimise dust from the construction process and car usage during the operational phases.

Policy EN19 relates to waste and states that the Council will require all developers to submit a waste management plan to demonstrate how both construction and demolition waste will be minimised and recycled on site wherever possible and how the sustainable waste management needs of the end user will be met.

Policy T2 states that outside the City Centre all new development should provide appropriate car parking facilities, taking account of the guidance in Appendix B (of the Core Strategy). In all parts of the City proposals should have regard to the need for disabled and cycle parking, in line with appendix B (this indicates maximum car parking standards for various uses).

Notwithstanding the above, Policy T2 requires that consideration is given to the particular circumstances of each proposal to determine the appropriate levels of car parking that may be required. Policy T2 requires the provision of 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.

Policy DM 1 states 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.

Unitary Development Plan - The site is unallocated in the plan.

Guide to Development in Manchester Supplementary Planning Guidance - Recognises the importance of an area 's character in setting the context for new development; New development should add to and enhance the area's distinct sense of place; Each new development should be designed having full regard to its context and the character of the area; Seeks to ensure high quality development through good and inclusive design; Buildings should front onto streets; Site boundaries and treatment should contribute to the street scene; There should be a clear definition between public and private space; The impact of car parking areas should be minimised; New developments will be expected to meet designing out crime principles; The impact of development on the global environment should be reduced.

The scale, position and external appearance of new buildings should respect their setting and relationship to adjacent buildings, enhance the street scene and consider their impact on the roof line and skyline. Buildings should recognise the common building line created by the front face of adjacent buildings.

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 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.

Point 2.7 states that increased development density can be appropriate where it is necessary to reinforce community identity, promote a more economic use of land, increase demand for local facilities and contribute to safer, self-policed streets. However density levels must be informed by the character of an area and the specific circumstances of a proposal.

Under point 2.12 'Buildings should front onto streets', the Guide states that:

It is important to achieve an adequate level of enclosure if streets and open spaces are to provide a sense of place and help people feel comfortable and safe. Buildings should present their main face and pedestrian entrance to the adjacent main street, to contribute to its vitality and interest. Windows and entrances should ensure that the street is overlooked to promote informal surveillance.

Point 2.45 States that successful neighbourhoods offer a choice of housing to enable residents to continue to live in an area as their needs and aspirations change. Social and private housing should complement each other to deliver choice and balance. Whilst it does not rule out large, thoughtfully designed single tenure housing developments in appropriate locations, these need to link effectively into neighbouring areas and contribute to a balanced neighbourhood overall.

Point 2.49 states that new developments will be expected to meet designing out crime principles. Whilst architecture and design can make a significant contribution to a sense of security, one of the most effective measures for community safety and crime prevention is the creation of lively environments, in use at different times of the day and night.

Point 8.4 states that developments should promote informal surveillance of the street. Buildings fronting streets, so that pavements are overlooked by windows and entrances, are encouraged as they increase security for street users.

Point 8.6 states that developments should have recognisable uses or internal arrangements which help to foster stewardship, minimise the risk and fear of crime, and accommodate the public without compromising amenity and the safety of users.

Point 10.9 relates to external space and states that all residents should enjoy useable private amenity space wherever they choose to live in the City. All new developments should be designed to provide on-site amenity space which is fit for purpose and which is informed by, and relates to, the character of the area. Simply this means the provision of gardens that perform well as multi-functional space. Gardens are valuable within any development by contributing the following:

- A safe play area for children
- Additional storage outside the house
- The provision of outside drying area for clothes which additionally assists the environmental sustainability of a development
- Space in which to relax which helps the overall sense of well-being
- An increased amount of planting which enhances the quality of the natural environment
- The space to provide home grown food which benefits the health of the local community.

Manchester Residential Quality Guidance 2016 -Sets out the direction for the delivery of sustainable neighbourhoods of choice where people will want to live and also raise the quality of

life across Manchester and was approved by the Executive at its meeting on 14 December 2016. The ambitions of the City are articulated in many places, but none more succinctly than in the 'Manchester Strategy' (2016). The guidance has been produced with the ambition, spirit and delivery of the Manchester Strategy at its heart. The delivery of high-quality, flexible housing will be fundamental to ensuring the sustainable growth of Manchester. To achieve the City's target of carbon neutrality by 2050, residential schemes will also need to be forward thinking in terms of incorporating the most appropriate and up to date technologies to significantly reduce emissions. It is therefore essential for applicants to consider and integrate the design principles contained within the draft guidance into all aspects of emerging residential schemes. In this respect, the guidance is relevant to all stages of the development process, including funding negotiations, the planning process, construction and through to operational management.

The guidance sets standards for securing high quality and sustainable residential development in Manchester. The document includes standards for internal space within new dwellings and is suitable for applications across all tenures. It adopts the nationally described space standards and this has been applied to an assessment of the size and quality of the proposed houses.

Principle of development - The site lies in a predominantly residential area and has a previous use as residential development. The principle of the proposed use is therefore considered to be acceptable.

Siting and Layout - The site is of ample size, to accommodate 2 houses and the proposed siting, of the houses, has been achieved following a significant period of negotiation. The houses are now proposed to face onto Honor Street. They effectively follow a similar building line, as the existing houses on Honor Street, although they are set-back slightly further away, from Honor Street, than the existing row of properties. In relation to Birch Lane, the houses are now set well-away, from this road frontage, so they also do not impact on the established building line on Birch Lane. The car parking area, for no.309, does sit forward of the building line, on Birch Lane, but new hedge planting is proposed to provide screening of this area and car parking for the proposed houses is positioned to the side of the properties, and behind the building line.

The proposal reflects a traditional form of development fronting onto the street, and incorporates traditional influences in the form of low-medium level density development on an existing residential street. The proposed houses would be built with an area of defensible space separating them from the highway, with large private gardens to the rear, and other small landscaped areas between the proposed properties and Birch Lane. Also, although falling outside the application site, a good sized garden area is also retained for no. 309 Dickenson Road.

This proposed layout and siting is considered to be in line with appropriate visibility splays, good urban design principles and the would be in keeping with the existing streetscape. Therefore, it is considered that the layout of this development is acceptable.

Scale and design - The surrounding area is characterised predominantly by a mix of two and three storey residential properties in the form of semi-detached properties and terraces. The level of built form to landscaped areas provides a low-medium density that is in keeping with the layout and density of the local area. Although the proposed houses would be three storeys in height, and therefore higher than adjoining properties on Honor Street, they have been reduced in height significantly, compared to the original submission. They are now approximately 1.2 metres higher, than the row of houses on Honor Street, and considerably lower in height than no.309 Dickenson Road, and other properties on Birch Lane and Dickenson Road, It is therefore considered that the increase in height, of the application properties, compared to the properties on Honor Street, performs a good visual transition between the

Honor Street row of properties and the larger properties as you approach the junction of Honor Street and Birch Lane. Consequently, it is now 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 is acceptable in relation to scale

This proposal includes the creation of good quality residential accommodation that will improve the appearance of the site and the area generally. The proposed building has a contemporary design, comprising brickwork, with banding courses between floors, traditional windows and larger windows on the ground floor. It is considered that the proposed materials for the new dwellings reflect the character of the area including brick, stone sills and slate finish roof. Additional detailing has been included by way of projecting brick coursing, recessed brickwork, brick banding together with aluminium flashing to add interest to the elevations and provide a contemporary feel to the development. It is considered that the overall design of the proposed building will create a general improvement to the overall appearance of this site and that this development will create a positive feature within this area of Longsight. Therefore, it is considered that the design and external appearance of this development to be acceptable.

Boundary treatment - In terms of boundary treatment, it is proposed that the original brick wall be re-instated to the boundary of 309 with a hedge planted behind. A fence will be erected behind this where it forms the garden to the property. The remainder of the boundaries will be a combination of brick wall and fencing to reflect previous boundary detailing. To the front of the proposed houses low brick wall and railings are proposed, approximately 1.1-1.2 metres high, which is also shown along part of the Birch Lane frontage, with hedge planting behind. Around the garden areas, 1.8 metre high timber fencing is proposed, including around a side garden area, at the junction of Birch Lane and Honor Street, although Highways do not consider that there would be any visibility issues here, as this junction is quite wide, with wide pavements. This is considered to be acceptable in principle. and would provide an attractive boundary to the site. It is however, proposed to attached a condition in regard to the finalised design of the proposed 1.8m boundary treatment to Birch Lane and Honor Street, in order to further explore design solutions for boundary treatment highly visible within the streetscene.

Use of 309 Dickenson Road - Whilst the property 309 Dickenson Road is not included within the application site, it is within the applicant's ownership. The applicants have indicated that it is proposed that, should planning permission be granted for the proposed two dwellings, that 309 Dickenson Road will be used for C3(b) purposes; providing care to up to six people living together as one household, a use that falls within the general use class C3. It is proposed that care will be provided to a range of individuals across the spectrum of developmental impairments including those with autism and mental health impairments. The applicants state that individuals will have 24 hour care enabling them to live within the local community to increase their independence and promote self-confidence in a safe, supportive environment.

Access and parking - There are currently two points of access to the site each with dropped kerbs; one to the eastern side of 309 Dickenson Road in between the properties and one off Birch Lane which served the previous house. It is proposed that the existing access off Birch Lane be re-instated and will provide access to 6 parking spaces to serve no.309, which is considered sufficient to meet the needs of the applicant's intended use of no.309. In addition, it is proposed that the existing access and two parking spaces adjacent to 309 Dickenson Road be removed and the access made available for pedestrian use only. On Honor Street, 2 new vehicle access points are proposed, each providing access to 2 spaces, giving a total of 10 car parking spaces in total.

The proposals therefore seek to remove what the applicants consider to be an existing hazardous driveway access at 309 Dickenson Road and the new access points incorporate visibility splays of 2.4m x 25m in both directions. A secure cycle parking area (sufficient to

accommodate the parking of 10 bicycles) is also to be provided for residents and visitors to the proposed development. This is located adjacent to no. 209 Dickenson Road. These arrangements are considered to be acceptable to Highway Services.

Residential Amenity - There are residential properties surrounding the application site. The adjacent property, 2 Honor Street, has a blank gable, as a side elevation, so there would be no issues of loss of privacy, to that property. At the rear, properties on Dickenson Road are approximately 20 metres away, and the same relationship would be created as currently exists, between properties on Honor Street and Dickenson Road. Across Honor Street, there are windows in the side elevation of no.87 Birch Lane, but these do not directly face the proposed houses. There will be an increase in the quantum of development on the site compared to the current vacant nature of the site. However, as this is a residential proposal and the site was previously occupied by a residential property, there should not be a significant increase in the noise generated from the site and the general activity should be limited to residents leaving and returning to the accommodation.

Security - Greater Manchester Police support the proposal subject to consideration of improved security measures. An appropriate condition is therefore proposed.

Waste Management - The applicant has submitted a waste management strategy in support of the application. These arrangements are considered to be acceptable.

Landscaping - The scheme includes the provision of a number of grassed garden and amenity areas which are considered to be ample for this site. It is recommended that a landscaping condition be attached to any approval to require the submission of a detailed landscaping scheme and an on-going maintenance regime.

Noise -As this is a residential proposal and the site was previously occupied by a residential property , there should not be a significant increase in the noise generated from the site and the general activity should be limited to residents leaving and returning to the development. However, this is a busy route and it is therefore proposed to attach a condition relation to the acoustic insulation of the proposed building, as recommended by Environmental Health.

Air Quality - It is not considered that the development will lead to a significant increase in traffic on local roads; therefore, the operational impacts of the proposed development on local air quality are not considered to be significant. A construction management plan condition is recommended which ensure that any dust arising as a result of the proposed development during the construction stage would be appropriately handled. Also, it is a requirement that electric vehicle charging points are provided, for each of the proposed units, as requested by Highway Services, and it is considered that these measures would provide sufficient mitigation that will ensure that this development would not significantly impact upon air quality in this location.

Climate change - It is noted that 3 electric vehicle charging points are provided on site, but, given the intensification in use of the site, compared to the previous approval, a condition is proposed relating to the measures to be adopted to ensure that the development does not have an adverse impact upon air quality at the site. In addition a construction management plan condition is proposed, to ensure that matters such as dust arising as a result of the proposed development, during the construction stage, would be appropriately handled.

Sustainability - The applicant has submitted a sustainability statement which confirms the following:

-The proposal would make efficient use of under-used, neglected piece of land within the urban area. It is sustainable location being well related to a variety of services, facilities and public transport routes.

In addition to the above attributes, the scheme has been designed to incorporate a number of energy efficient measures including the following:

- the use of natural materials, including slate & timber and materials will be recycled where possible;
- consideration will be given to the use of SIP's (structural insulated panels) which by their very nature are a sustainable method of construction;
- the orientation of the proposed development has maximises natural light with large over hanging eaves and soffits naturally control solar gain in the summer months.
- low energy fittings will be included to control external light pollution;
- low volume flush w/c's and water efficient appliances will be utilised;
- the development will be in accordance with current Building Regulations Requirements in regard to Part L.
- the scheme includes new hedge and tree planting to the boundaries to the site, planting within and the creation of gardens for use by the residents. This will enhance bio-diversity and provide appealing and useable outdoor space for use by the residents;
- inclusion of 3 EVCP; and
- provision of 10 covered, secure cycle stands.

A condition is, however, proposed, requiring further details of the measures proposed.

Ecology - The GMEU consider that the site has low potential, to provide habitat for endangered species and are satisfied given the level of trees and shrub planting proposed that mitigation is achievable on-site as long as native trees are utilised and wildlife friendly shrubs. No specific condition is therefore proposed.

Conclusion - The proposed development is considered acceptable at this location. The development is not considered to detrimental to the visual or residential amenity of the area and is pursuant to planning policy. The redevelopment of this site with a quality development that would bring forward environmental and regeneration benefits is welcome. The proposals would bring about the comprehensive redevelopment of the site.

Human Rights Act 1998 considerations

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

Protocol 1 Article 1, and Article 8 where appropriate, confer(s) a right of respect for a person's home, other land and business assets. In taking account of all material considerations, including Council policy as set out in the Core Strategy and saved policies of the Unitary Development Plan, the Director of Planning, Building Control & Licensing has concluded that some rights conferred by these articles on the applicant(s)/objector(s)/resident(s) and other occupiers and owners of nearby land that might be affected may be interfered with but that that interference is in accordance with the law and justified by being in the public interest and on the basis of the planning merits of the development proposal. She believes that any restriction on these rights posed by the recommendation given is proportionate to the wider benefits of and that such a decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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. Discussions have taken place with the applicant through the course of the application, particularly in respect of the layout, scale and design of the proposed houses. The current proposal is considered to be acceptable and therefore determined within a timely manner. Also the applicant has been advised of pre-commencement conditions.

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

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:

Transport Statement dated April 2021, stamped as received by the City Council, as Local Planning Authority, on 27 April 2021.

Waste Management Strategy and Sustainability Statement, stamped as received by the City Council, as Local Planning Authority, on 13 May 2021.

Applied Geology Desk Study Report dated June 2021 (ref:AG3290-21-AM60)

Marston & Grundy LLP Drainage and Suds Strategy dated 10 June 2021

Planning Statement dated July 2021

All stamped as received by the City Council, as Local Planning Authority, on 1 July 2021.

Drawings numbered 19584-0202 rev P-01. 19584-0203 rev P-01. 19584-0301 rev P-02, 19584-0302 rev P-01. 19584-0318 rev P-01 and 19584-0319 rev P-01 stamped as received by the City Council, as Local Planning Authority, on 5 November 2021.

Drawings numbered 19584-0304 rev P-04. 19584-0305 rev P-02. 19584-0312 rev P-03 and 19584-0313 rev P-03. stamped as received by the City Council, as Local Planning Authority, on 26 November 2021.

Drawings numbered 19584-0309 rev P-10. 19584-0314 rev P-05. 19584-0315 rev P-05. 19584-0316 rev P-05 and 19584-0317 rev P-05. stamped as received by the City Council, as Local Planning Authority, on 24 December 2021.

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

3) Notwithstanding any materials referenced within the application submission, prior to the erection of the above ground structure samples and specifications of all materials to be used on all external elevations of the development should be submitted to and approved in writing by the City Council as local planning authority. The development shall then be constructed 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, as specified in policies SP1, EN1 and DM1 of the Manchester Core Strategy.

4) 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. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 EN18, DM1 and SP1 of the Manchester Core Strategy

5) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- Display of an emergency contact number;
- Hours of working;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;

- Phasing and quantification / classification of vehicular activity associated with planned construction, including commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway
- Routing strategy of construction vehicles;
- Parking of construction vehicles and staff; and
- Sheeting over of construction vehicles.
- A dilapidation survey, including photographs and commentary, on the condition of carriageway/footways of construction vehicle routes surrounding the site.

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

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

6) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises or plant associated with commercial premises. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data must include measurements taken during a rush-hour period and night time period to determine the appropriate sound insulation measures necessary.

b) Upon completion of the development and before first occupation of the residential units, a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance, pursuant to policies SP1, H1 and DM1 of the Core Strategy.

7) Prior to commencement of the development mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as local planning authority. Any agreed mitigation measures shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy.

8) The car parking shown on the approved plans shall be surfaced, demarcated and made available for use before the development is occupied. The car parking spaces shall then be available at all times whilst the buildings are occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the buildings are occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

9) Within 3 months of commencement of development, elevational details of the secure storage for bicycles shall be submitted to and approved in writing by the City Council as local planning

authority. The cycle storage arrangements shall be carried out in accordance with approved elevational details and in the location shown on drawing numbered 19584-0309 rev P-10, stamped as received by the City Council, as Local Planning Authority, on 24 December 2021, before the development is occupied. These facilities shall then be permanently retained for bicycle storage.

Reason - To ensure that adequate provision is made for bicycle storage so that persons occupying or visiting the development have a range of options in relation to mode of transport, pursuant to policies T1 and DM1 of the Manchester Core Strategy.

10) Within 3 months of the development commencing, details of access proposals to the development for mobility impaired persons including route widths, levels and gradients, shall be submitted to and approved in writing by the City Council as local planning authority. The approved details shall be implemented before the development is first brought into use.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions of the Unitary Development Plan for the City of Manchester saved policy DC7, and policy DM1 of the Manchester Core Strategy.

11) a) Within 3 months of the development commencing, an expanded Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

b) Prior to occupation of any of the houses a post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of Manchester's 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) Within 3 months of commencement of development, a hard and soft landscaping treatment scheme (including the location of species, and management /maintenance regime) shall be 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 Manchester Core Strategy.

13) The drainage for the development hereby approved, shall be carried out in accordance with principles set out in the submitted Marston & Grundy LLP Drainage and Suds Strategy dated 10 June 2021, including the Foul & Surface Water Drainage Design Drawing 12697 100 P1 Dated 08/06/21, stamped as received by the City Council, as Local Planning Authority, on 1 July 2021. Surface water shall drain at the restricted rate of 5 l/s. The development shall be completed in accordance with the approved details.

Reason: To ensure a satisfactory form of development and to prevent an undue increase in surface water run-off and to reduce the risk of flooding, pursuant to policy EN17 of the Manchester Core Strategy.

14) Prior to any above ground works commencing on site details of the security measures to be incorporated into the development, which shall be to secured by design specification, and a timescale for their implementation, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

Reason -To reduce the risk of crime pursuant to policy DM1 of the Manchester Core Strategy.

15) Prior to the first occupation of any of the residential units, the electric vehicle charging points indicated on drawing numbered 19584-0309 rev P-10. stamped as received by the City Council, as Local Planning Authority, on 24 December 2021, shall then be fully implemented in accordance with the approved scheme and thereafter maintained.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant to policies SP1, EN16 and DM1 of the Manchester Core Strategy and Greater Manchester Air Quality action plan 2016.

16) The development hereby approved shall operate in accordance with the submitted Waste Management Strategy, stamped as received by the City Council, as Local Planning Authority, on 27 April 2021 and indicated on drawing numbered 19584-0309 rev P-10. stamped as received by the City Council, as Local Planning Authority, on 24 December 2021. The details of the agreed scheme shall be implemented upon commencement of the authorised use and maintained in situ thereafter.

Reason - In the interests of residential amenity pursuant to policies SP1, DM1 and EN19 of the Manchester Core Strategy and the guidance within the National Planning Policy Framework.

17) Notwithstanding the 1.8m fencing to Birch Lane and Honor Street indicated on drawings numbered 19584-0318 rev P-01 and 19584-0319 rev P-01, finalised details of the height , design and materials forming the boundary treatment fronting onto Birch Lane and Honor Street to enclose the side garden of Unit One, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details.

Reason - In the interests of visual amenity pursuant to policies SP1, and DM1 of the Manchester Core Strategy and the guidance within the National Planning Policy Framework.

18) The boundary treatment hereby approved shall be carried out in accordance with the details indicated on drawings numbered 19584-0318 rev P-01 and 19584-0319 rev P-01 (notwithstanding the references to 1.8m fencing to Birch Lane and Honor Street) stamped as received by the City Council, as Local Planning Authority, on 5 November 2021. The boundary treatment shall be completed before the approved residential units are occupied. Development shall be carried out in accordance with the approved details and shall thereafter be retained and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

Reason - 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 Manchester Core Strategy.

19) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the exceptional circumstances of a proliferation of HMO's restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policy 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Manchester Core Strategy.

20) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015, (or any order revoking and re-enacting that Order with or without modification), no openings, including windows and doors, shall be inserted within the elevations of the house, other than those shown on the approved drawings.

Reason - In the interests of residential amenity pursuant to policies SP1 and DM1 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

21) Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the apartment buildings shall be undertaken other than that expressly authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

22) Prior to first occupation of the development hereby approved, full details (including specifications) of all off site highways works (including any resurfacing of footways and inclusion of H bar markings) 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, and all the agreed works shall be completed prior to the proposed accommodation being brought into use.

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

Informatives

1) Alterations to the highway will be required and are to be undertaken through S278 agreement between the developer and MCC which would include any required technical approval. The following link can be

used:

https://www.manchester.gov.uk/directory_record/287709/permission_to_work_on_the_highways_-_section_278_agreements/category/355/highways_and_pavements

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

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

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Environmental Health
Highway Services
Greater Manchester Ecology Unit
Greater Manchester Police
United Utilities Water PLC

1 Birch Hall Lane, Manchester, M13 0XJ
317 Dickenson Road, Manchester, M13 0NR
Flat 4, 311 Dickenson Road, Manchester, M13 0NR
Flat 1, 94 Birch Lane, Manchester, M13 0WN
23 Birch Court, 102 Birch Lane, Manchester, M13 0WN
20 Birch Court, 102 Birch Lane, Manchester, M13 0WN
85 Birch Lane, Manchester, M13 0WW
322 Dickenson Road, Manchester, M13 0NG
24 Birch Court, 102 Birch Lane, Manchester, M13 0WN
87 Birch Lane, Manchester, M13 0WW
87A Birch Lane, Manchester, M13 0WW
Flat 3, 96 Birch Lane, Manchester, M13 0WN
313 Dickenson Road, Manchester, M13 0NR
14 Honor Street, Manchester, M13 0WY
318 Dickenson Road, Manchester, M13 0NG
316 Dickenson Road, Manchester, M13 0NG
319 Dickenson Road, Manchester, M13 0NR
108 Birch Lane, Manchester, M13 0WN
312 Dickenson Road, Manchester, M13 0NG
2 Honor Street, Manchester, M13 0WY
7 Honor Street, Manchester, M13 0WY
5 Honor Street, Manchester, M13 0WY
4 Honor Street, Manchester, M13 0WY
Flat 6, 96 Birch Lane, Manchester, M13 0WN
Flat 5, 96 Birch Lane, Manchester, M13 0WN
Flat 5, 311 Dickenson Road, Manchester, M13 0NR
Flat 2, 311 Dickenson Road, Manchester, M13 0NR
Flat 3, 311 Dickenson Road, Manchester, M13 0NR
Flat 6, 311 Dickenson Road, Manchester, M13 0NR
Flat 1, 311 Dickenson Road, Manchester, M13 0NR
Room 1A, 317 Dickenson Road, Manchester, M13 0NR
83A Birch Lane, Manchester, M13 0WW
83B Birch Lane, Manchester, M13 0WW
83C Birch Lane, Manchester, M13 0WW
Flat 1, 320 Dickenson Road, Manchester, M13 0NG
Flat 2, 322 Dickenson Road, Manchester, M13 0NG
314 Dickenson Road, Manchester, M13 0NG
8 Honor Street, Manchester, M13 0WY
3 Honor Street, Manchester, M13 0WY
1 Honor Street, Manchester, M13 0WY
10 Honor Street, Manchester, M13 0WY

12 Honor Street, Manchester, M13 0WY
6 Honor Street, Manchester, M13 0WY
Room 1 Ground Floor, 319 Dickenson Road, Manchester, M13 0NR
Room 2 First Floor, 319 Dickenson Road, Manchester, M13 0NR
Room 3 First Floor, 319 Dickenson Road, Manchester, M13 0NR
Flat 2, 94 Birch Lane, Manchester, M13 0WN
Flat 4, 94 Birch Lane, Manchester, M13 0WN
Flat 9, 94 Birch Lane, Manchester, M13 0WN
Flat 7, 94 Birch Lane, Manchester, M13 0WN
Flat 8, 94 Birch Lane, Manchester, M13 0WN
Flat 6, 94 Birch Lane, Manchester, M13 0WN
Flat 5, 94 Birch Lane, Manchester, M13 0WN
Flat 3, 94 Birch Lane, Manchester, M13 0WN
Room 1, 317 Dickenson Road, Manchester, M13 0NR
Room 2, 317 Dickenson Road, Manchester, M13 0NR
Room 4, 317 Dickenson Road, Manchester, M13 0NR
Flat 4, 96 Birch Lane, Manchester, M13 0WN
17 Birch Court, 102 Birch Lane, Manchester, M13 0WN
22 Birch Court, 102 Birch Lane, Manchester, M13 0WN
19 Birch Court, 102 Birch Lane, Manchester, M13 0WN
12 Birch Court, 102 Birch Lane, Manchester, M13 0WN
2 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 3, 320 Dickenson Road, Manchester, M13 0NG
Flat 7, 309 Dickenson Road, Manchester, M13 0NR
Flat 6, 309 Dickenson Road, Manchester, M13 0NR
Flat 2, 309 Dickenson Road, Manchester, M13 0NR
Flat 8, 309 Dickenson Road, Manchester, M13 0NR
Flat 3, 309 Dickenson Road, Manchester, M13 0NR
Flat 5, 309 Dickenson Road, Manchester, M13 0NR
Flat 4, 309 Dickenson Road, Manchester, M13 0NR
Flat 1, 309 Dickenson Road, Manchester, M13 0NR
98 - 100 Birch Lane, Manchester, M13 0WN
315 Dickenson Road, Manchester, M13 0NR
First Floor, 315 Dickenson Road, Manchester, M13 0NR
Ground Floor, 315 Dickenson Road, Manchester, M13 0NR
94 Birch Lane, Manchester, M13 0WN
Flat 9, 309 Dickenson Road, Manchester, M13 0NR
Flat 1, 96 Birch Lane, Manchester, M13 0WN
5 Birch Court, 102 Birch Lane, Manchester, M13 0WN
3 Birch Court, 102 Birch Lane, Manchester, M13 0WN
15 Birch Court, 102 Birch Lane, Manchester, M13 0WN
8 Birch Court, 102 Birch Lane, Manchester, M13 0WN
11 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 3, 322 Dickenson Road, Manchester, M13 0NG
Flat 1, 322 Dickenson Road, Manchester, M13 0NG
Flat 2, 320 Dickenson Road, Manchester, M13 0NG
21 Birch Court, 102 Birch Lane, Manchester, M13 0WN
18 Birch Court, 102 Birch Lane, Manchester, M13 0WN
Flat 2, 96 Birch Lane, Manchester, M13 0WN
14 Birch Court, 102 Birch Lane, Manchester, M13 0WN
6 Birch Court, 102 Birch Lane, Manchester, M13 0WN
9 Birch Court, 102 Birch Lane, Manchester, M13 0WN
7 Birch Court, 102 Birch Lane, Manchester, M13 0WN
16 Birch Court, 102 Birch Lane, Manchester, M13 0WN

10 Birch Court, 102 Birch Lane, Manchester, M13 0WN
4 Birch Court, 102 Birch Lane, Manchester, M13 0WN
1 Birch Court, 102 Birch Lane, Manchester, M13 0WN

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2