

Delegated officer report for planning application

Date of recommendation: 25 November 2021

Application details

Type of application: Non-Material Change Application

Development type: Notifications

Date of site visit:

Standard consultations:

No consultations have been printed and sent.

Neighbour notifications

No neighbour notifications have been printed and sent.

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

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

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

The surrounding area is a mixture of residential and commercial developments. There are residential properties to the north along Oldham Road. A single storey Farmfoods and associated car park to the east off Droylsden Road. A Lidl food store and associated car park together with Newton Silk Mill, commercial buildings and yard space associated with Martins Craft Bakery and Heart and Graft Coffee to the south. The partially derelict former Rosedale Building is located to the west of the site with residential properties and the commercial heart of the district centre beyond this.

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

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

Description of development

Non material amendment to planning permission 125990/FO/2020 to allow the development to be delivered in phases

Consultations & Notification Responses

n/a

Issues

The proposal would involve the introduction of a phasing plan into the planning permission. This would allow the development to be delivered in two distinct phases the eastern part of the site would advance quicker than the western part which includes the apartment building and townhouses fronting Oldham Road. The access from Dulverton Street would be installed as part of the early phases.

The amendment is considered to be acceptable. All relevant conditions have been updated to reflect this.

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:

Article 35 Declaration

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

- 1) The proposed to allow the development to be delivered in phases.

2) Following an assessment of the details submitted, I can confirm that the proposed amendments are considered to be of a non-material nature and acceptable to the City Council as the Local Planning Authority. The City Council is satisfied that the proposed changes will not result in any significant material alterations to the planning approval.

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

Phasing Plan (T8130 D 0 022 P2) as received by the City Council as Local Planning Authority on 29 October 2021.

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

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

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

- Archaeological evaluation through trial trenching;
- dependent on the above, open excavation and recording (subject to a separate WSI)

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

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

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

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

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

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

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

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

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

5) a) Prior to the commencement of each phase of development, details of a Local Benefit Proposal, which demonstrates commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of each phase of the construction of the development.

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

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

(b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

6) Notwithstanding the flood risk and drainage strategy prepared by Curtains (ref. 074031-CUR-00-XX-RE-C-92000) stamped as received by the City Council, as Local Planning Authority, on the 22 January 2020, (a) No phase of the development shall not commence until a scheme for the drainage of surface water for that phase of the development has been submitted for approval in writing by the City Council as the Local Planning Authority.

This shall include:

- Maximise use of green SuDS solution;
- Details of surface water attenuation that offers a reduction in surface water runoff rate in line with the Manchester Trafford and Salford Strategic Flood Risk Assessment, i.e. at least a 50% reduction in runoff rate compared to the existing rates, as the site is located within a Critical Drainage Area;
- Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;
- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;
- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice. As proposed development would cause unusual pollution risk to surface water (large car park areas (>50 parking spaces) evidence of pollution control measures (preferably through SuDS) is required.

- Hydraulic calculation of the proposed drainage system;
- Construction details of flow control and SuDS elements.

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

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

7) Notwithstanding the phase 1 preliminary risk assessment (ref. 074031-CUR-00-XXRP- GE-001 Rev V01) and ground investigation report (ref. 074031-CUR-00-XX-RP-GE- 002 Revision: V01 prepared by Curtins stamped as received by the City Council, as Local Planning Authority, on the 22 January 2020

(a) Prior to the commencement of each phase of the development, the following information shall be submitted for approval in writing by the City Council, as Local Planning Authority:

- Submission of further gas monitoring (relevant to that phase);
- Submission of a remediation strategy (relevant to that phase).

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

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

In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before any phase of 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 for that phase, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy for that phase.

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

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

- o Display of an emergency contact number;
- o Details of Wheel Washing;
- o Dust suppression measures;

- o Compound locations where relevant;
- o Consultation with local residents and businesses including ensuring that operations of existing businesses remain unaffected by construction activities
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

Each phase of the development shall be carried out in accordance with the approved construction management plan.

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

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

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

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

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

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

The approved window and soffit details shall be implemented as part of each phase of the development.

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

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

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

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

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

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

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

13) maintenance and management of the sustainable drainage scheme relevant to that phase, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

For the avoidance of doubt this shall include:

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

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

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

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

(b) For each phase, the approved scheme shall be implemented prior to the first occupation of the relevant phase of development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

15) (a) Prior to the first occupation of each phase of the residential element of the development, details of any externally mounted ancillary plant, equipment and servicing relevant to that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, for each phase, externally mounted plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5 db (L_{Aeq}) below the typical background (L_{A90}) level at the nearest noise sensitive location.

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

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

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

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

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

(b) Prior to the first use of each phase of the residential element of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition relevant to that phase. The verification report shall include post completion testing to confirm the

noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. Any mitigation measures required for each phase shall be implemented in accordance with a timescale to be agreed with the City Council, as Local Planning Authority, and thereafter retained and maintained in situ.

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

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

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

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

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

29) Each phase of the development hereby approved shall be carried out in accordance with the Crime Impact Statement (version A) prepared by Design for Security at Greater Manchester Police stamped as received by the City Council, as Local Planning Authority, on the 14 February 2020. Each phase of the development shall only be carried out in accordance with these approved details. Each phase of 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 for that phase.

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

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

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

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

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

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

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

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

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

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

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

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

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

For the avoidance of doubt this shall include the following:

- Footway improvement and carriageway improvements to Newton Street, Holyoak Street and Dulverton Street including provision of dropped kerbs for driveways, provision of tactile paving and widening works;
- Widening of the southern half of Dulverton Street along its eastern kerb line to increase the carriageway and footway width;

- Dropped crossing, vehicular access and pedestrian tactile paving at both Dulverton Street access and at the junction with Old Church Street;
- Traffic Regulation Orders to Newton Street, Holyoak Street and Dulverton Street including no waiting restrictions and restrictions of the right turn onto Oldham Road from Newton Street and Dulverton Street;
- Provision of 'Keep Clear' carriageway markings on junction of Droylsden Road and Holyoak Street.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Appendix 1 – List of consultees & neighbours notified

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Historic Landfill Site 250m Buffer -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH1