

Planning

Growth & Development

Delegated officer report for planning application

Application no. 132197/NMC/2021

Date registered valid: 10 December 2021

Proposal: Non-material amendment application to planning permission 122160/FO/2018 to enable the substitution of a house type on 5 plots; to change the timber frame design of the apartments to traditional brick and block structure with an associated change to the floorplans; and minor increase in the overall footprint ; revisions to cycle storage arrangements (no changes to levels of provision); revisions to elevational design of rear boundary treatment to plot nos 1-5 and plots 86 to 95; revision of type of electric charging points to be installed; installation of additional railings to sub station boundary and in proximity to plots 77-78 and 111; and associated wording of conditions 10, 11, 23, 24 and 27 to be amended to reference the revised plans

Address: Former Belle Vue Greyhound Stadium , Kirkmanshulme Lane, Manchester, M18 7BD

Ward(s):

Applicant: Mr Jake Crompton Countryside Properties (UK) Ltd 301 Bridgewater Place, Warrington , WA3 6XG

Agent (if any):

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 24 December 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

The application site is approximately 4.82 ha in size and is bounded by Kirkmanshulme Lane to the north, Mount Road to the east, existing residential properties on Stanley Grove to the south and the Belle Vue Sports Village, Leisure Centre and Speedway track complex to the west. The site is located approximately 550 metres to the north-west of Gorton District Centre and approximately 4 kilometres to the south-east of Manchester City Centre. The topography of the site is predominantly flat but does have some areas of mounding due to previous earthworks and movements around the site. The site is regular in shape and was previously occupied by the Belle Vue Stadium and associated car parking and operational areas around the track. The stadium was used for regular greyhound racing and stock car racing and the site was also used by the MSM Motorcycle Training Centre. The site previously comprised an existing operational greyhound racing and stock car racing track and a grandstand containing a hospitality suite and viewing balconies. These have now all been cleared from the site. The site is secured by a mixture of different boundary treatments including some concrete post and panel fencing and palisade security fencing.

Access to the development site is currently provided from a number of points off Kirkmanshulme Lane. There is existing lighting columns and a bus stop with shelter located to the front of the site on Kirkmanshulme Lane located within the public footway. There are also a number of street trees along the frontage of the site on Kirkmanshulme Lane.

The application site is not located within a Conservation Area nor is it located in close proximity of any Listed Buildings or setting of such. The application site namely 'Belle Vue Greyhound Stadium' at Kirkmanshulme Lane, Gorton, Manchester, M18 7BA was designated as an Asset of Community Value on the 6th July 2018. The Community nomination was made by the Friends of Belle Vue Greyhound Stadium. The listing lasts for 5 years and will expire on the 6th July 2023.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The wider surrounding area contains a mix of residential, industrial, commercial uses. Along Hyde Road, there are a number of leisure and entertainment uses, including the Gala Bingo, Q's Sports and Entertainment Bar and the Diamond Lodge Hotel. A new secondary school is currently being built on the site of the former Showcase Cinema site. Further to the north of these and beyond Hyde Road is Gorton Park and an area of residential development clustered around Belle Vue Street. The main junction between Hyde Road, Kirkmanshulme Lane and Mount Road is located immediately to the north east of the site. To the east of the site across Mount Road is a large vacant piece of land on the Hyde Road frontage and adjacent to the railway and Belle Vue train station. Adjacent to this is the Gorton South Sure Start Centre, along with a small number of dwellings located on Mountbatten Street and Odette Street. Gorton District Centre is located 650 metres to the south west of the site and provides a number of retail and commercial uses. There is a small area of industrial and employment land around Williams Road to the west of the site. The area to the south of the site is predominantly existing residential dwellings on Stanley Grove and beyond. These are mostly two storey red brick properties of either semi-detached or terraced designs. Finally, the land to the west of the site includes the Belle Vue Sports Village, which includes the National Basketball Performance Centre, the Belle Vue Leisure Centre and the new National Speedway Stadium. The site provides school, community and elite use. The National Basketball Performance Centre has 3 indoor courts with markings for basketball and netball, with the leisure centre offering access to an indoor multi-use sports hall, 2 new all weather floodlit 3G pitches, dance studio and a community gym.

Previously approved development

Planning permission was approved on 3rd November 2020 for the demolition of all of the existing buildings on site to enable the construction of a large residential development. The proposed development comprised 80 no. apartments and 167 no. dwellings, making a total of 247 no. new residential units. The approved scheme included 11 different house types ranging in size and design, along with the two different sized apartments. The development comprised 80 no. apartments (24 no. one bed units, 56 no. two bed units), 167 no. houses (39 no. two bed units, 106 no. three bed units, 22 no. four bed units). The two blocks of apartments were to be located along the north eastern boundary of the site adjacent to the Mount Road, Kirkmanshulme Lane and Hyde Road junction. The apartment blocks were three or four storeys in height, with the tallest four storey elements being at the corner of Kirkmanshulme Lane and Mount Road. The remainder of the site included the provision of dwellinghouses, all of which were to be either 2 or 2 ½ storeys in height. The development consisted of a range of different tenures including open market housing, private rent and affordable housing being delivered through a registered provider. The approved mix of these units was 90 no. units for open market sale, 122 no. units for private rent and 35 no. units of affordable housing. The proposals also included the provision of a new highway network into and around the site, including two new vehicular access points into the site from Kirkmanshulme Lane. Car parking was provided at a provision of two spaces per 3-4 bed dwelling, with a minimum of one space per 2 bed dwelling. The apartments offered 76% provision (61 spaces) within car parks located adjacent to the two apartment blocks. associated landscaping, boundary treatments, new highways, site remediation and new vehicular access points from Kirkmanshulme Lane to the north. The proposed development also

included boundary treatments to the curtilages of the new properties along with a site wide landscaping scheme including new trees, shrubs and turf within the garden areas.

Description of development

Consent is sought to make minor revisions to the previously approved scheme, which would involve:

- A change from the approved timber frame design of the apartments to a traditional brick and block structure with an associated change to the floorplans, and minor increase in the overall footprint (less than 0.5m increase in length / width).
- The Southwick /Southwick SA house type on Plot nos. 96, 167, 204/205 and 214 are proposed to be substituted with the Leven/Leven SA house type. The Leven is a variation of the Southwick, and would introduce an ensuite facility at first floor resulting in an extra obscurely glazed window in the side elevation. Furthermore the floorplate of the Leven house type is slightly longer by 250mm / 0.25m. Otherwise the elevational treatments and appearance remains the same. All Southwick units remain unchanged.
- revisions to cycle storage arrangements for Apartment Blocks 1 and 2. As approved, there are 4 x cycle stores – two for each block, however these are not proportionate to the unit split between Blocks 1 and 2 (i.e. as approved some residents in Block 1 (56 Apartments) would need to store their cycles at Block 2 (24 Apartments) because they are not evenly split). The proposal would involve the re-distribution of the cycle parking evenly by:
 - o increasing the size of one of the cycle stores at Block 1 (9103 design) so that every resident in Block 1 has cycle parking within their area – this requires parking bays P6 – P13 to be reconfigured to fit the larger cycle store in.
 - o Removing the second cycle store at Block 2 as it is surplus to requirement (in effect it has been moved to Block 1). The location of the cycle store has been amended and parking area slightly reconfigured in order that the cycle store can be accessed from within the secure car parking area. There is 100% provision of secure weather proofed cycle storage for each apartment. The proposal is to distribute the cycle parking proportionate to the number of apartments in Blocks 1 & 2. There are no changes to levels of provision).
- Additional boundary treatments as follows:
 - o Additional railings around the sub-station to prevent access into Apartment Block 1 car park.
 - o Additional railings around parking spaces P77/78 and P111 to enclose / secure the amenity space for Apartment Block 2.
 - o Omit the access gate for Block 2 on the eastern boundary (as it accesses onto Mount Road bus parking area).
 - o Amend rear garden boundary fencing for Plots 1-5 & Plots 86-95 from 1.8m close boarded fence to 1.8m timber panel with concrete base, a detail already listed as approved (NSD-9104) and features on some plots already. This is to meet the affordable housing providers requirements for management and maintenance.
- Amendment to the electric car charging provision for houses and apartments. Each house would feature 1 x 32amp fast charger instead of 2 x 16amp chargers. The apartments would include 8 x 32amp fast chargers instead of 6 x 16amp chargers. The proposed change is reflected on the submitted layout and delivers an upgrade in charger specification.

- An amendment is also sought to the following conditions to ensure the plan references specified in each align with the updated drawing submitted as part of this NMA application.
 - **Condition 10 (cycle provision)** – to ensure the cycle provision is provided in accordance with Planning Layout Rev Z
 - **Condition 11 (electric charging)** – to ensure the electric vehicle charge points is provided in accordance with Planning Layout Rev Z.
 - **Condition 23 (waste management)** – to ensure the waste management is provided in accordance with Planning Layout Rev Z.
 - **Condition 24 (air quality)** – to ensure the electric vehicle charge points is provided in accordance with Planning Layout Rev Z.
 - **Condition 27 (boundary treatments)** – to ensure boundary treatments are delivered in accordance with Boundary Plan Rev O

Consultations & Notification Responses

Not applicable

Issues

Policy Context

These include policies SP1 (Spatial Principles); T1 (Sustainable Transport); T2 (Accessible areas of opportunity and needs) ; H1 (Overall Housing Provision) , H2 (Strategic Housing Location); H4 (East Manchester);DM1 (Development Management); EN1 (Design Principles and Strategic Character Area); EN3 (Heritage); EN4(Reducing CO2 emission by enabling low and zero carbon development); EN5 (Strategic areas for low and zero carbon decentralised energy infrastructure); EN6 (Target framework for CO2 reductions from low or carbon energy supplies);EN9 (Green Infrastructure); EN10 (Safeguarding Open Space, Sport and Recreational Facilities); EN11 (Quantity of Open Space, Sport and Recreation); EN14 (Flood Risk); EN15 (Biodiversity &Geological Conservation; EN16 (Air Quality); EN18 (Contaminated Land); EN19 (Waste) saved UDP policy DC7 and DC26, and the guidance provided within the National Planning Policy Framework ,NPPG, the Guide to Development in Manchester Supplementary Planning Document, Manchester Residential Quality Guidance ,and Manchester's Greta Outdoors – a Green and Blue Infrastructure Strategy for Manchester (2015)

Non material change

The proposed amendments have been assessed, and it can be confirmed that the changes are considered to be of a non-material nature and are considered to be acceptable to the City Council as the Local Planning Authority.

The revisions to the approved scheme relate to the substitution of the Southwick /Southwick SA house type on Plot nos. 96, 167, 204/205 and 214 with the Leven/Leven SA house type; changing the timber frame design of the apartments to traditional brick and block structure with an associated change to the floorplans, and an associated minor increase in the overall footprint ; revisions to cycle storage arrangements (no changes to levels of provision); revisions to elevational design of rear boundary treatment to plot nos. 1-5 and plots 86 to 95; revision of type of electric charging points to be installed; installation of additional railings to the boundary with sub station and in proximity to plots 77-78 and 111; and associated wording of conditions 10, 11, 23, 24 and 27 to be amended to reference the revised plans.

It is considered that the proposed revisions would not have a detrimental impact in terms of the visual appearance, and amenity of the adjoining properties.

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

Paragraph One

The revisions to the approved scheme relate to the substitution of the Southwick /Southwick SA house type on Plot nos. 96, 167, 204/205 and 214 with the Leven/Leven SA house type; changing the timber frame design of the apartments to traditional brick and block structure with an associated change to the floorplans, and an associated minor increase in the overall footprint ; revisions to cycle storage arrangements (no changes to levels of provision); revisions to elevational design of rear boundary treatment to plot nos. 1-5 and plots 86 to 95; revision of type of electric charging points to be installed; installation of additional railings to the boundary with sub station and in proximity to plots 77-78 and 111; and associated wording of conditions 10, 11, 23, 24 and 27 to be amended to reference the revised plans.

Condition no.2 Specified plans

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

- o STHK-01 THE SOUTHWICK - GROUND FLOOR PLAN
- o STHK-02 REV A THE SOUTHWICK NDSS - 1ST FLOOR PLAN

- o STHK-6.0 - NDSS (SIG) THE SOUTHWICK NDSS - ELEVATIONS BRICK
- o STHKSA-01 THE SOUTHWICK SA NDSS - GROUND FLOOR PLAN
- o STHKSA-02 REV A THE SOUTHWICK SA NDSS - 1ST FLOOR PLAN
- o STHKSA-6.0 THE SOUTHWICK - 6.0 - ELEVATIONS (SEMI) ALT (SIG)
- o WTHM-6.1 REV A THE WITHAM - ELEVATIONS 6.1 - RENDER
- o WTHM-6.0 REV A THE WITHAM - ELEVATIONS 6.0 - BRICK
- o WTHM-02 REV A THE WITHAM - 1ST FLOOR PLAN
- o WTHM-01 THE WITHAM - GROUND FLOOR PLAN
- o WSTR-6.0 REV A THE WINSTER NDSS - ELEVATIONS 6.0 - BRICK
- o WSTR-03 REV A THE WINSTER NDSS - 2ND FLOOR PLAN
- o WSTR-02 REV A THE WINSTER NDSS - 1ST FLOOR PLAN
- o WSTR-01 REV A THE WINSTER NDSS - GROUND FLOOR PLAN
- o TYNE-6.0 REV A THE TYNE - ELEVATIONS 6.0 - BRICK
- o TYNE-02 REV A THE TYNE - 1ST FLOOR PLAN
- o TYNE-01 THE TYNE - GROUND FLOOR PLAN
- o SNKY-60 THE SANKEY - ELEVATIONS
- o SNKY-03 REV A THE SANKEY - 2ND FLOOR PLAN
- o SNKY-02 REV A THE SANKEY - 1ST FLOOR PLAN
- o SNKY-01 THE SANKEY - GROUND FLOOR PLAN
- o MFRD-6.0-SEMI(A) REV A THE MIDFORD - ELEVATIONS 6.0 - BRICK
- o MFRD-02 REV A THE MIDFORD - 1ST FLOOR PLAN
- o MFRD-01 REV A THE MIDFORD - GROUND FLOOR PLAN
- o DERN-6.0-SEMI THE DEARNE - ELEVATIONS 6.0 - BRICK (SEMI)
- o DERN-03 REV A THE DEARNE - 2ND FLOOR PLAN
- o DERN-02 THE DEARNE - 1ST FLOOR PLAN
- o DERN-01 THE DEARNE - GROUND FLOOR PLAN
- o ARUN-01 THE ARUN - GROUND FLOOR PLAN
- o ARUN-02 REV A THE ARUN - 1ST FLOOR PLAN
- o ARUN-6.0 SEMI SIG REV A THE ARUN - ELEVATIONS BRICK
- o SK441-APT-02 APARTMENT BLOCK - ELEVATIONS
- o NSD 9803 SALES GARAGE - DETACHED
- o APTD-9203 BIN STORE C DETAIL
- o APTD-9101 CYCLE STORE DETAIL
- o 9800 SINGLE GARAGE DETACHED
- o SK441-LP-01 LOCATION PLAN
- o 2007-1630 VERSION A CRIME IMPACT STATEMENT
- o 2240R2 AIR QUALITY ASSESSMENT
- o 2195_BELLE VIEW REV B SURVEY REPORT
- o ARCHAEOLOGICAL DBA
- o CP.TS.15 TOPOGRAPHICAL SURVEY
- o 2018-187_06.12.2018 ECOLOGICAL SURVEY & ASSESSMENT
- o ELLUC-CS-18039-141218-FRA-F4 FLOOD RISK ASSESSMENT

Received on 17 December 2018

- o 5797.02 LMP LANDSCAPE MASTERPLAN
- o DESIGN & ACCESS STATEMENT
- o CONSTRUCTION AND DEMOLITION MANAGEMENT PLAN
- o WASTE PROFORMA

Received on 18 December 2018

- o VIABILITY EXECUTIVE SUMMARY
- o CBO_0527_002.TA TRANSPORT ASSESSMENT
- o CBO_0527_003.TP TRAVEL PLAN

Received on 19 December 2018

- o 3011 TYPICAL ELECTRIC CHARGING POINT
- o NSD - 9002 REV A DWARF WALL WITH 700MM HOOP TOP RAILING DETAIL
- o RESPONSE TO CONSULTEE COMMENTS
- o RESPONSE TO FRIENDS OF BV COMMENTS
- o ARCHAEOLOGICAL WSI
- o MATTERS RELATING TO ACV LISTING
- o SIGMA JUSTIFICATION LETTER
- o GREAT PLACES HA JUSTIFICATION LETTER
- o SCPI (LAND OWNER) LETTER OF SUPPORT
- o VIABILITY REPOSENSE FOR HIGHWYS INFORMATION
- o VIABILITY RESPONSE - ABNORMAL COSTS
- o 12-123-L4 RESPONSE TO MCC COMMENTS
- o WASTE ARRANGEMENTS
- o HERITAGE LETTER (INC. HISTORIC ENGLAND)
- o CBO-0527-004 TRANSPORT ASSESSMENT ADDENDUM

Received on 4 July 2019

- o SK441-SS-01 rev.A STREET SCENES
- o SK441-APT-01 APARTMENT BLOCK 1 - ELEVATIONS
- o HOL-01 REV..B THE HOLLINWOOD NDSS -GROUND FLOOR PLAN
- o HOL-02 REV.A THE HOLLINWOOD NDSS - FIRST FLOOR PLAN
- o HOL-6.0 SEMI REV.A THE HOLLINWOOD NDSS - ELEVATION 6.0 -BRICK

Received on 7 August 2019

- o R1522-REP01-PB PLANNING ENVIRONMENTAL NOISE STUDY
- o 12-123-3C REV 1 GROUND GAS REPORT ADDENDUM LETTER
- o 12-123-R1-REV3 PHASE I & II SITE INVESTIGATION REPORT
- o 12-123-R2-REV3-BELLE VUE-E3P REMEDIATION ENABLING WORKS STRATEGY
- o R1522-REP01-PB ENVIRONMENTAL NOISE STUDY

Received on 13 August 2019

- o INDOOR & OUTDOOR SPORTS PROVISION REPORT

Received on 5 September 2019

- o BRNE-01 REV D THE BOURNE - GROUND FLOOR PLAN
- o BRNE-02 REV E THE BOURNE - 1ST FLOOR PLAN
- o BRNE-6.0-SEMI REV E THE BOURNE - ELEVATIONS 6.0 - BRICK

Received on 11 September 2019

- o CBO-0527-002 TRAFFIC CALMING MEASURES - KIRKMANSHULME LANE

Received on 20 September 2019

- o LIGHT SPILLAGE SURVEY

Received on 1 October 2019

- o ENERGY STATEMENT

Received on 2 October 2019

- o PLANNING STATEMENT REV B

Received on 1 November 2019

o NSD - 9202 REV 01 HOOPED TOP METAL RAILINGS/BRICK PIERS
o SK441-PL-01 REV O PLANNING LAYOUT
Received on 4 November 2019

o VIABILITY REPORT REV.B
Received on 5 November 2019

o LIGHTING PROPOSALS
Received on 21 November 2019

o SK441-BP-01 REV H BOUNDARY TREATMENTS PLAN
o NSD - 9102 TIMBER FRAME MASONRY EXTERNAL BOUNDARIES, FENCE TYPES A TO D
o NSD - 9202 REV A 500MM DWARF WALL WITH 700MM HOOP TOP RAILING DETAIL
o NSD - 9202 -01 HOOPED TOP METAL RAILINGS/BRICK PIERS
o NSD - 9104 CLOSE BOARDED FENCE DETAILS CONCRETE POSTS
o NSD - 9001 REV F TIMBER FRAME MASONRY EXTERNAL BOUNDARIES, WALL TYPES 1 TO 2
o NSD - 9113 SLIDING ENTRANCE GATES
o SK441-MAT REV C MATERIALS SCHEDULE

Received on 11 December 2019

oSTHKSA-01 REV B THE SOUTHWICK SA (NDSS) - GROUND FLOOR PLAN
oSTHKSA-02 REV C THE SOUTHWICK SA (NDSS) - FIRST FLOOR PLAN
oSTHKSA-6.0A THE SOUTHWICK SA ELEVATION 6.0 - BRICK
oSTHKSA-6.0-SEMIGH THE SOUTHWICK SA ELEVATION 6.0 - BRICK (SEMI) GABLE HIPPED
Received on 18 December 2019

As amended by :-

Plan ref: GTC-E-SS-0027_R1-0_1_of_1 Construction details for combined ENWL/GTC G.R.P. Unit Substation

Plan ref: Cycle store detail for 32 bikes ref: APTD-9103;

Plan ref : SK441-APT1-01.1 Sheet 1 of 1 NMA Planning Submission Apartment 1 Ground Floor Plan;

SK441-APT1-02.1 Sheet 1 of 1 NMA Planning Submission Apartment 1 First Floor Plan;

SK441-APT1-03.1 Sheet 1 of 1 NMA Planning Submission Apartment 1 Second Floor Plan;

SK441-APT1-04.1 Sheet 1 of 1 NMA Planning Submission Apartment 1 Third Floor Plan

SK441-APT1-08.1 Sheet 1 of 2 NMA Planning Submission Apartment 1 North & South Elevations;

SK441-APT1-08.2 Sheet 1 of 2 NMA Planning Submission Apartment 1 East and West Elevations;

SK441-APT2-01.1 Sheet 1 of 1 NMA Planning Submission Apartment 2 Ground/First Floor Plan;

SK441-APT2-02.1 Sheet 1 of 1 NMA Planning Submission Apartment 2 Second Floor Plan;

SK441-APT2-08.1 Sheet 1 of 1 NMA Planning Submission Apartment 2 Elevations;

SK441-BP-01rev.0 Sheet 1 of 1 Boundary Plan;

LEVN 01 -The Leven;
LEVNSA 01 – The Leven SA;
SK441-PL-01 rev. Z dated 02.12.2021 Sheet 1 of 1 Planning Layout;

received 10th 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 Core Strategy.

Condition 10 (cycle provision)

The provision of space and facilities for bicycle parking spaces within the development shall be completed in accordance with Planning Statement in relation to provision for the apartments, stamped as received by the Local Planning Authority on the 2nd October 2019, and the secure sheds to all dwellings as shown on the Planning Layout drawing numbered SK441-PL-01 Rev Z dated 02.12.2021 stamped as received by the Local Planning Authority on 10th December 2021. The approved space and facilities shall then be retained and permanently reserved for bicycle parking.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Core Strategy and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Condition 11 (electric charging)

The development hereby approved shall be constructed in accordance with the Planning Layout drawing numbered SK441-PL-01 Rev Z dated 02.12.2021 stamped as received by the Local Planning Authority on 10th December 2021 in relation to the provision of electric vehicle charging points at both the apartments and houses hereby approved. The proposed electric vehicle charging points shall then be fully implemented in accordance with the approved scheme prior to the first occupation of the development.

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 policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

Condition 23 (waste management)

The development hereby approved shall be completed and operated in accordance with the Waste Management Strategy shown on the plan numbered SK441-PL-01 Rev Z dated 02.12.2021 stamped as received by the Local Planning Authority on 10th December 2021 and the City Council's Waste Management Proforma stamped as received by the Local Planning Authority on the 18th December 2019 in relation to the waste strategy for the residential accommodation hereby approved. The refuse arrangements shall be put in place prior to the first occupation of the development and remain in situ for as long as the development is in use.

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

Condition 24 (air quality)

The development hereby approved shall be carried out in accordance with the Air Quality Assessment prepared by Redmore Environmental stamped as received by the City Council, as Local Planning Authority, on the 17th December 2018 and the electric vehicle charging points shown on the plan numbered SK441-PL-01 Rev Z dated 02.12.2021 stamped as received by the Local Planning Authority on 10th December 2021 . Good practice principles should be applied to the operational phase of the development. The approved details shall then be implemented and be in place prior to the first occupation of the development and thereafter retained and maintained in situ.

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 policies SP1, EN16 and DM1 of the Core Strategy for Manchester, and Greater Manchester Air Quality action plan 2016.

Condition 27 (boundary treatments)

The positions, heights, and type of boundary treatment around the development hereby approved shall be erected in accordance with the plans numbered :-

- o NSD - 9102 TIMBER FRAME MASONRY EXTERNAL BOUNDARIES, FENCE TYPES A TO D

- o NSD - 9202 REV A 500MM DWARF WALL WITH 700MM HOOP TOP RAILING DETAIL

- o NSD - 9202 -01 HOOPED TOP METAL RAILINGS/BRICK PIERS

- o NSD - 9104 CLOSE BOARDED FENCE DETAILS CONCRETE POSTS

- o NSD - 9001 REV F TIMBER FRAME MASONRY EXTERNAL BOUNDARIES, WALL TYPES 1 TO 2

- o NSD - 9113 SLIDING ENTRANCE GATES

- o SK441-MAT REV C MATERIALS SCHEDULE

stamped as received by the Local Planning Authority on the 11th December 2019; and

- o SK441-BP-01 REV O BOUNDARY TREATMENTS PLAN as received by the Local Planning Authority on 10th December 2021.

The approved scheme shall be implemented in full before each particular property is first occupied and retained as such thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Core Strategy, and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

Paragraph Two

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 have no significant material impact upon the visual amenity of the buildings or on the amenity of any nearby properties.

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 Zone - All Exceeding 90M

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 (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH2