

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129686/JO/2021

Date registered valid: 11 March 2021

Proposal: Variation of condition number 2 (specified plans), 3 (materials), 14 (boundary treatment) and 15 (waste Management) attached to planning permission ref: 128209/JO/2020 to allow elevation alterations and changes to boundary treatment adjoining rear courtyard area

Address: 22 Reddish Lane, Manchester, M18 7JN

Ward(s): Gorton & Abbey Hey Ward

Applicant: Pauline Terry One Manchester Lovell House, 6 Archway, Manchester, M15 5RN

Agent (if any): Ben Green John McCall Architects No 1 The Arts Village, Henry Street, Liverpool, L1 5BS

Case officer: Ian Jarvis
Tel: 0161 234 4079
Email: ian.jarvis@manchester.gov.uk

Recommendation: APPROVE

Date of recommendation: 9 June 2021

Application details

Type of application: Variation or Removal of Condition

Development type: Smallscale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 16 March 2021 Expired: 6 April 2021

Neighbour notifications

Printed: 16 March 2021 Expired: 6 April 2021

Site notice

Posted: Expired:

Press advert

Published: 23 March 2021 Expired: 13 April 2021

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 a site formerly occupied by the Pomona public house, now demolished. The application site covers an area of approximately 0.16 hectares and fronts Reddish Lane, on its eastern boundary. The immediate area is mainly residential in character made up of terraced properties, to the north, east and south, some of which are in a mixed retail/residential use. To the west of the site there is a green buffer/public footpath with Gorton Cemetery beyond.

The site has a recent planning permission for the erection of a two storey building with additional accommodation in the roof space to provide 15 no. residential apartments (Class C3) with associated detached garden room, car parking, landscaping and boundary treatments (124380/FO/2019 - Approved November 2019). This was varied in May 2020, August 2020 and December 2020, by variation of condition applications (126138/JO/2020, 127207/JO/2020 and 128209/JO/2020).

The approved building is now under construction and has a basic 'L' shape with its main frontage along the Reddish Lane boundary of the site and a second connected block erected along the northern boundary of the site. The development is specifically to accommodate the over 55's and, of the 15 units proposed 4 would be one bedroom apartments and 11 would be two bedroom apartments. The main access to the building is from Reddish Lane with a communal staircase and lift provided at the corner of the development, where the two blocks intersect.

The proposal also includes two communal garden areas, as well as a hard landscaped area, with planters, and a detached single storey garden room is also provided, for use by the residents of the development. In addition, 3 separate detached single storey structures were also proposed to form a bin store, cycle store and a mobility scooter store. These facilities are all located in a secure communal area to the rear of the main block and in front of, and to the side, of the secondary block. In addition, 15 car parking spaces are proposed, accessed from an internal roadway, from Reddish Lane, which would also provide access to the bin store, for refuse vehicles.

The latest permission (128209/JO/2020) was subject to conditions, which included specified plans (2), materials (3), Boundary treatment (14) and waste management (15).

Some changes to the scheme are now needed, as the applicants state that the approved scheme is in conflict with Building Regulations and the needs of Secure by Design. These comprise:

Reduction of Dormer surrounds to Reddish lane elevation - The expressed surrounds extending below the adjacent change of material to the Reddish Lane elevation were a design feature of the original scheme. However, the applicants state that the advice from Building Control is that there is potential for these features to contribute to spread of fire from the dwellings below. It is therefore proposed to reducing the extent of this expressed dormer to the cill level of the windows at this level.

Inclusion of 1.8 metre high railings to internal court at ground floor -
To comply with the requirement to meet Secure by design requirements a line of 1.8 metre high railings has been added in the internal courtyard area.

As part of the application it was also proposed to omit louvres to the northern elevation although this change is no longer proposed and the northern elevation, of the approved building, will not change and the approved louvres will be retained.

The proposal has been advertised, on site and in the press, as a major development.

Consultations & Notification Responses

Local residents/adjoining occupiers - No comments received.

Highways Services - Makes the following comments:

Highways have no objections to the variation of these conditions.

The proposed boundary treatments fronting Reddish Lane maintain sight lines from a height of 600mm upwards which is considered acceptable in principle.

It is understood that the level of car and cycle parking remains the same as previously approved. The location of the bin stores are accessible for residents and refuse collection operatives and present no highway concerns.

Strategic Area and Citywide Support Manager - No objections, provided that the waste management arrangements are unchanged.

Greater Manchester Police - No comments received.

Issues

National Planning Policy Framework (February 2019) - 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 type 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 a well-designed and safe built environment, with accessible services and open spaces that reflect current and future needs and communities' health, social and cultural well-being; and

An environmental objective - to contribute to protecting and enhancing our natural, built and historic environment; including making effective use of land, helping to improve 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.

There should be a presumption in favour of sustainable development and planning policies and decisions should play an active role in guiding development towards sustainable solutions, but in doing so should take local circumstances into account, to reflect the character, needs and opportunities of each area.

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality 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 124).

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 states that approximately 60,000 new dwellings will be provided for in Manchester between March 2009 and March 2027. This equates to an average of 3,333 units per year, however the rate of delivery of units will vary across the lifetime of the Core Strategy. Based on the availability, suitability and achievability of developing capacity sites in Manchester's Strategic Housing Land Availability Assessment, and the current economic situation, the trajectory overleaf provides an indication of the timescale over which development is likely to come forward. The proportionate distribution of new housing, and the mix within each area, will depend on:

- i. The number of available sites identified as potential housing sites in the SHLAA;
- ii. Land values and financial viability;
- iii. The need to diversify housing stock in mono-tenure areas by increasing the availability of family housing, including for larger families; and the availability of other tenures to meet the identified needs of people wishing to move to or within Manchester;
- iv. Preserving and improving the quality of the existing housing stock;
- v. The management of areas where Houses in Multiple Occupation predominate.

Policy H1 states that 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.

Furthermore, policy H1 states that all proposals for new residential development should take account of the need to:

- i. Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population, including elderly people, disabled people and people with specific support requirements;
- ii. Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- iii. Contribute to the design principles of Manchester's Local Development Framework, 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, including in high density development;
- iv. Schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate levels of sound insulation;
- v. Address any existing deficiencies in physical, social or green infrastructure, or future deficiencies that would arise as a result of the development, through developer contributions or on site provision;
- vi. Prioritise sites which are in close proximity to centres or high frequency public transport routes;
- vii. Take account of any environmental constraints on a site's development (e.g. flood risk through the Manchester-Salford-Trafford Strategic Flood Risk Assessment, or other statutory designations);
- viii. Be designed to give privacy to both its residents and neighbours.

Policy H4 relates to sites in East Manchester and states that, over the lifetime of the Core Strategy, East Manchester will accommodate around 30% 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 within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre. These neighbourhoods include Ancoats, New Islington, Holt Town and Chancellor's Place; to the west of Alan Turing Way, and within Eastlands, Newton Heath, Openshaw and Gorton district centres as part of mixed-use schemes.

Policy H8 relates to Affordable Housing and lists the following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed. These thresholds will be subject to amendment over the lifetime of the Core Strategy to reflect changing economic circumstances. The targets and thresholds will form part of supporting SPD and/or Planning Guidance.

1. New development will contribute to the City-wide target for 20% of new housing provision to be affordable. Developers are expected to use the 20% target as a starting point for calculating affordable housing provision. It is envisaged that 5% of new housing provision will be social or affordable rented and 15% will be intermediate housing, delivering affordable home ownership options.

2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to

amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

3. Affordable housing units will be inclusively designed to reflect the character of development on the site.

4. Either an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the proportions of socially rented and intermediate housing, or a lower commuted sum, may be permitted where either a financial viability assessment is conducted and demonstrates that it is viable to deliver only a proportion of the affordable housing target of 20%; or where material considerations indicate that intermediate or social rented housing would be inappropriate. In the latter case, such circumstances could include:

- There is a very high level of affordable housing in the immediate area;
- There is either a high proportion of social rented (35%), or low house prices in the immediate area compared to average incomes;
- Affordable housing would be prejudicial to the diversification of the existing housing mix.
- The inclusion of affordable housing would prejudice the achievement of other important planning or regeneration objectives which are included within existing Strategic Regeneration Frameworks, planning frameworks or other Council approved programmes;
- It would financially undermine significant development proposals critical to economic growth within the City;
- The financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability;
- There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

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 EN 14 states that in line with the risk-based sequential approach, development should be directed away from sites at the greatest risk of flooding and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

Policy EN15 states, amongst other things, that the developers will be expected to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on-site or adjacent to the site, contributing to linkages between valuable or potentially valuable habitat areas where appropriate.

Policy EN19 requires consideration of the submitted details relating to determine if the applicant has satisfactorily demonstrated how:

- i. Both construction and demolition waste will be minimised and recycled on site wherever possible;
- ii. 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.

Saved policy DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable.

With regards to development and noise Development Control policy DC26 states that the council intends to use the development control process to reduce the impact of noise on people living and working in, or visiting, the city. In giving effect to this intention, the council will consider both the effect of the new development proposals, which are likely to be generators of noise.

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.

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.

The East Manchester Strategic Regeneration Framework was adopted by the City Council in 2008 and now forms part of the Core Strategy. Through the Neighbourhoods and Places Framework, the regeneration body seeks to improve the perceptions of East Manchester as a place to live, and in particular, to bring up families. The current housing supply in East Manchester does not provide a sufficient diversity of housing types and quality to support a range of people and families at various stages of life and income levels.

It states that social and RSL housing makes up a disproportionate amount of the housing supply with levels of home ownership significantly below the national average at 35%. Much of the existing family housing is older terraced stock, and dereliction and blight characterises many areas, including public open spaces. This pattern of built form discourages potential new residents and investment, and decreases the sense of safety and community for existing residents.

It further states that the area is currently characterised by pockets of successful housing initiatives within larger areas of dereliction. Instead of comprising recognisable, sustainable neighbourhoods, East Manchester is largely made up of fragmented communities of varying degrees of stability.

The Neighbourhoods and Places Framework aims to establish higher aspirations for physical development, which will underpin the growth and prosperity of the area by improving the liveability of existing neighbourhoods, and both supporting and stimulating private investment.

In East Manchester, the ambition is to:

- Increase the population of East Manchester through the attraction of and retention of working households and in particular those working households with children;
- Offer residents a range of attractive housing choice that are of comparable quality to what is available elsewhere in the region;
- Establish a series of neighbourhoods each with a high-quality environment served by vibrant retail centres which act as community hubs; and
- Provide safe, secure and well managed neighbourhoods where people choose to live.

Reducing high levels of transience is an important element in maintaining the regeneration momentum in some neighbourhoods. There is a need to develop a wider choice for local residents, and to support new mechanisms that help people to gain a stake in the housing market. This is likely to include supported home ownership, equity share and other models that are tailored to the needs of the individual. This will include creative ways of using existing housing stock to make more opportunities available for home ownership for local residents, first time buyers and key workers.

Manchester Green and Blue Infrastructure Strategy 2015

The Manchester Green and Blue Infrastructure Strategy (G&BIS) sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

1. Improve the quality and function of existing green and blue infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment.

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.

Changes to the approved scheme

Dormer extensions - These were negotiated, as part of the approved scheme, as a design feature. In the case of the current application, they do not project as far, from the front elevation of the building (Reddish Lane frontage), but they still are a feature that frames the dormer windows. It is not considered that this change is significant and there are overriding reasons (i.e. potential risk of fire) to make this change. It is not considered that this change would

significantly alter the visual impact of the development and there are no objections to this change.

Introduction of railings to rear corridor - These are to the rear of the building and are adjacent to an existing courtyard and they are behind 1.8 metre boundary treatment for the development as a whole. Condition 14, of planning permission ref:128209/JO/2020 removes permitted development rights for boundary treatment, but, these railings do not adjoin the highway, so, in other circumstances, they could be erected under permitted development rights. It is considered that this change has no visual impact on the street, as it is in the internal courtyard and would only generally be viewed by residents of the development. It is constructed in black railings and it is considered that its impact would be minimal.

Louvres in north elevation - These are no longer to be removed and the northern elevation is therefore unchanged from the current approval.

Waste - The proposed waste arrangements are unchanged and it is only necessary to change this condition as it relates to the site layout plan which is being updated. There are, however, no changes to the bin storage and collection arrangements.

Materials - These are as previously approved but the drawing, on which they are detailed, has been updated due to the change to the dormer roof.

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. Pre application advice has been sought in respect of this development and further work and discussions have taken place with the applicant through the course of the application. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

1) The development must be begun not later than 21 November 2022.

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:

Drawings numbered PL 001 P01 and PL 002 P01

Design and Access Statement revision P01

Affordable Housing Statement - Pomona

ADT Environmental Noise Impact Assessment dated 4 July 2019

Urban Green Ecological Assessment dated February 2019

Waste management Strategy

All stamped as received by the City Council, as Local Planning Authority, on 30 July 2019

Crime Impact Statement Crime Impact Statement Version B ref:2006/1407/CIS/01, dated 31 July 2019 and stamped as received by the City Council, as Local Planning Authority, on 1 August 2019

Supplementary Affordable Housing Statement stamped as received by the City Council, as Local Planning Authority, on 3 October 2019.

The drawing titled 'Interface Distance Sketch', stamped as received by the City Council, as Local Planning Authority, on 14 October 2019.

The Sutcliffe Phase II Interpretative Ground Assessment (ref:300063LG), dated February 2019 and stamped as received by the City Council, as Local Planning Authority on 3 January 2020.

The schedule of proposed changes, stamped as received by the City Council, as Local Planning Authority on 6 February 2020.

The Dimplex 'Edel Hot Water Heat Pump' document stamped as received by the City Council, as Local Planning Authority on 11 February 2020.

The documents titled '1716 Access strategy Pomona Hotel scheme' and '1716 Pomona Air quality Mitigation Plan', and drawing number 9079-WML-00-XX-DR-C-1005-P01, stamped as received by the City Council, as Local Planning Authority on 21 February 2020.

The document titled '1716 Pomona Air quality Mitigation Plan', stamped as received by the City Council, as Local Planning Authority on 21 February 2020.

Email from Ben Green, dated 19 March 2020, confirming the number of EV charging points and accompanying drawing number PL010 P02, stamped as received by the City Council, as Local Planning Authority on 19 March 2020.

The WML Consulting Remediation Strategy (ref:9079G-WML-00-XX-RP-G-0001-Rev A dated January 2020) stamped as received by the City Council, as Local Planning Authority on 3 March 2020

Email from Ben Green, dated 13 March 2020, which confirms that a section 278 application has been made for the proposed works.

Drawing numbers PL007 P04 and PL009 P02, stamped as received by the City Council, as Local Planning Authority, on 13 March 2020.

The Japanese Knotweed Control Limited document ref: QR22 v16, stamped as received by the City Council, as Local Planning Authority, on 17 March 2020.

The email, dated 19 March 2020, from Ben Green, confirming the number of electric vehicle charging points and drawings numbered PL010 P02 and D7831.001B, stamped as received by the City Council, as Local Planning Authority, on 19 March 2020.

The 'Commercial Waste Management Strategy' document, stamped as received by the City Council, as Local Planning Authority on 28 April 2020.

The email from Ben Green, dated 26 May 2020, which confirms that there is no invasive plant material within the site boundary.

The emails from Ben Green, dated 3 and 4 August 2020, confirming sustainability measures at the site.

Drawings numbered PL003 P017 and PL005 P06, stamped as received by the City Council, as Local Planning Authority on 11 March 2021.

Drawings numbered PL004 P07 and PL006 P10, stamped as received by the City Council, as Local Planning Authority on 26 May 2021.

Email from Ben Green, dated 26 May 2021, which confirms that the approved louvres are to be retained to the northern elevation.

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) The development shall be constructed only using the approved details as indicated on drawing number PL006 P010, stamped as received by the City Council, as Local Planning Authority on 26 May 2020.

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) When the development commences, the development shall be carried out in accordance with the Sutcliffe Phase II Interpretative Ground Assessment (ref:300063LG), dated February 2019 and stamped as received by the City Council, as Local Planning Authority on 3 January 2020. and the WML Consulting Remediation Strategy (ref:9079G-WML-00-XX-RP-G-0001-Rev A dated January 2020) stamped as received by the City Council, as Local Planning Authority on 3 March 2020. A Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority prior to the occupation of the 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 the development is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised

Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

5) The development hereby approved shall only be implemented in accordance with the surface water drainage scheme detailed on revised drawing numbered 1005/P03 received by the City Council as Local Planning Authority on 29 May 2020, together with associated drainage calculations and Strategy received by the City Council as Local Planning Authority on 22 January 2020, as part of condition discharge application referenced CDN/20/0040.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy

6) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- Verification report providing photographic evidence of construction as per design drawings;
- As built construction drawings if different from design construction drawings;
- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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 within the NPPF and NPPG and policies EN08 and EN14 of the Manchester Core Strategy.

7) The development hereby approved shall only be implemented in accordance with the revised Construction Management Plan dated 26 March 2020 (issue 3) received by the City Council as Local Planning Authority on 18 May 2020, as part of condition discharge application referenced CDN/20/0040.

Reason - To safeguard the amenities of nearby residents and highway safety, pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy.

8) The car parking indicated on the approved plans shall be surfaced, demarcated and made available for use prior to the new dwelling units hereby approved being occupied. The car park shall then be available at all times whilst the site is occupied.

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to Policies T2, SP1 and DM1 of the Manchester Core Strategy.

9) Prior to the first occupation of the development hereby approved, the proposed electric vehicle charging points shall then be fully implemented in accordance with the email, dated 19 March 2020, from Ben Green and accompanying drawing number PL010 P02, stamped as received by the City Council, as Local Planning Authority, on 19 March 2020.

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.

10) The development hereby approved shall be carried out in accordance with the Energy Council Environmental Standards Statement (ref:Z30844), dated 27 June 2019 and stamped as received by the City Council, as Local Planning Authority, on the 30 July 2019, as amended by the schedule of proposed changes, stamped as received by the City Council, as Local Planning Authority on 6 February 2020, which indicates that the PV roof mounted array is to be replaced with individual air source heat pumps in each apartment, as detailed in the Dimplex 'Edel Hot Water Heat Pump' document stamped as received by the City Council, as Local Planning Authority on 11 February 2020. A post construction Sustainability Review document demonstrating: measures to secure predicted carbon emissions and the attainment of specified environmental efficiency and performance, shall be submitted to and approved in writing by the City Council as local planning authority within 3 months of the completion of the construction of the authorised development; and a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures at each phase of the construction of the development, including dated photographic documentary evidence of the implementation and completion of required works.

Reason - In order to minimise the environmental impact of the development, pursuant to policies SP1, DM1, EN4 and EN8 of the Manchester Core Strategy, and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

11) The development hereby approved shall be completed in accordance with the scheme for the provision of space and facilities for bicycle and scooter parking as shown on drawing number PL 007 P04, stamped as received by the City Council, as Local Planning Authority on 13 March 2020. The approved space and facilities shall then be retained and permanently reserved for bicycle and scooter 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 and DM1 of the Manchester Core Strategy.

12) The development hereby approved shall only be carried out in accordance with the submitted Crime Impact Statement Crime Impact Statement Version B ref:2006/1407/CIS/01, dated 31 July 2019 and stamped as received by the City Council, as Local Planning Authority, on 1 August 2019, and its associated recommendations. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

13) The site shall only be developed in accordance with the ADT Environmental Noise Impact Assessment dated 4 July 2019 and stamped as received by the City Council, as Local Planning Authority, on 30 July 2019. The approved noise insulation measures shall be fully implemented before any of the dwelling units are occupied.

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 ensure compliance with the internal noise criteria.

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 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

14) The boundary treatment hereby approved shall be carried out in accordance with the details indicated on drawing number PL003 P17, stamped as received by the City Council, as Local Planning Authority on 11 March 2021. The boundary treatment shall be completed before the approved housing 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.

15) The approved waste management scheme approved as part of condition discharge application referenced CDN/20/0134, shall be implemented as part of the development in accordance with the following drawings and documents.

Drawing number PL007 P04, stamped as received by the City Council, as Local Planning Authority, on 13 March 2020.

The email, from the planning agent dated 13 March 2020, which confirms that the bin store area is 25.18 m² which relates to 1.67m² per apartment

The 'Commercial Waste Management Strategy' document, stamped as received by the City Council, as Local Planning Authority on 28 April 2020.

Drawing numbered PL003 P17, stamped as received by the City Council, as Local Planning Authority on 11 March 2021.

The approved waste management arrangements shall remain in situ whilst the use or development is in operation.

Reason - In the interests of residential and visual amenity and public health pursuant to policy DM1 of the Manchester Core Strategy Development Plan Document.

16) The approved landscaping scheme indicated on drawing number D7831.001B s received by the City Council, as Local Planning Authority on 19 March 2020 as part of condition discharge application referenced CDN/20/0134, 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 and DM1 of the Manchester Core Strategy.

17) The development shall be implemented in accordance with the approved off site-highway works details, as indicated on drawing number 9079-WML-00-XX-DR-C-1005-P01 received by the City Council, as Local Planning Authority on 21 February 2020, and the email from Ben Green, dated 13 March 2020, which confirms that a section 278 application has been made for the proposed works. The approved works shall be completed prior to the proposed accommodation first being brought into use

Reason - In the interests of highway safety due to the increased traffic flow generated from the development, pursuant to policies T1 of the Manchester Core Strategy.

18) Prior to the occupation of the building all measures described in The Japanese Knotweed Control Limited document ref: QR22 v16, stamped as received by the City Council, as Local Planning Authority, on 17 March 2020 and Email from Ben Green, dated 26 May 2020, (which confirms that there is no invasive plant material within the site boundary), are to be undertaken.

Reason - To prevent the spread of any invasive plants and in order to safeguard important wildlife habitats in the area, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

19) No vegetation clearance shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the City Council, as Local Planning Authority.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Core Strategy for the City of Manchester and National Planning Policy Framework.

20) Prior to the occupation of the development hereby approved, permanent bird boxes shall be installed at the site in accordance with the details indicated on drawing numbered PL.003 P17, stamped as received by the City Council, as Local Planning Authority, on 11 March 2021. The bird boxes shall be thereafter retained whilst the development is occupied.

Reason - To provide bird boxes to comply with policy EN15 of the Core Strategy for Manchester.

21) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any other purpose (including any other purpose in Class C3 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. 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.

22) 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 building, 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.

23) The development hereby approved shall be used as residential accommodation for the over 55's only, in accordance with details contained within the approved drawings, the 'Affordable Housing Statement - Pomona', stamped as received by the City Council, as Local Planning Authority, on 30 July 2019 and the 'Supplementary Affordable Housing Statement' stamped as received by the City Council, as Local Planning Authority, on 3 October 2019.

Reason - In the interests of residential amenity and to ensure that appropriate implementation of the authorised development pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

24) 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, in accordance with the details indicated on drawing numbered P0119/ELE stamped as received by the City Council, as Local Planning Authority, on 5 January 2021, as amended by drawing number P0119/EXT-B, stamped as received by the City Council, as Local Planning Authority, on 31 March 2021. The approved scheme shall be implemented in full prior to the first use of the development and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using the proposed development, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

25) If any lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as Local Planning Authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the City Council as Local Planning Authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

26) The development shall be completed in accordance with the document titled '1716 Access strategy Rev A' received by the City Council, as Local Planning Authority on 22 June 2020, in relation to access proposals for mobility impaired persons. The approved details shall be implemented before the development is first occupied.

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

27) The development shall provide air quality mitigation measures in accordance with the document titled '1716 Pomona Air quality Mitigation Plan', stamped as received by the City Council, as Local Planning Authority on 21 February 2020, and the email from Ben Green, dated 19 March 2020, confirming the number of EV charging points and accompanying drawing

number PL010 P02, stamped as received by the City Council, as Local Planning Authority on 19 March 2020. The approved 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 policy EN16 of the Core Strategy.

28) Any externally mounted ancillary 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 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location.

The scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The approved scheme shall be completed before the premises is occupied.

Upon completion of the development a verification report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved details. The report shall also undertake post completion testing to confirm that the 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 ensure compliance with the agreed noise criteria

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Greater Manchester Police

53A Reddish Lane, Manchester, M18 7JH
41B Reddish Lane, Manchester, M18 7JH
65A Reddish Lane, Manchester, M18 7JH
54 Bowling Road, Manchester, M18 7JB
52 Bowling Road, Manchester, M18 7JB
Flat 1, 21 Reddish Lane, Manchester, M18 7JH
Flat 2, 21 Reddish Lane, Manchester, M18 7JH
30 Bowling Road, Manchester, M18 7JB
Top Flat, 27 Reddish Lane, Manchester, M18 7JH
34 Reddish Lane, Manchester, M18 7JN
31 Reddish Lane, Manchester, M18 7JH
45 Reddish Lane, Manchester, M18 7JH
33A Reddish Lane, Manchester, M18 7JH
37A Reddish Lane, Manchester, M18 7JH
43 Reddish Lane, Manchester, M18 7JH
Flat 2, 47 Reddish Lane, Manchester, M18 7JH
Flat 1, 47 Reddish Lane, Manchester, M18 7JH
34 Bowling Road, Manchester, M18 7JB
58 Reddish Lane, Manchester, M18 7JN
59A Reddish Lane, Manchester, M18 7JH
56 Reddish Lane, Manchester, M18 7JN
48 Reddish Lane, Manchester, M18 7JN
40 Bowling Road, Manchester, M18 7JB
32 Bowling Road, Manchester, M18 7JB
59 Reddish Lane, Manchester, M18 7JH
40 Reddish Lane, Manchester, M18 7JN
44 Reddish Lane, Manchester, M18 7JN
54 Reddish Lane, Manchester, M18 7JN
63 Reddish Lane, Manchester, M18 7JH
33 Reddish Lane, Manchester, M18 7JH
65 Reddish Lane, Manchester, M18 7JH
51 Reddish Lane, Manchester, M18 7JH
61 Reddish Lane, Manchester, M18 7JH
37 Reddish Lane, Manchester, M18 7JH
35 Reddish Lane, Manchester, M18 7JH
39 Reddish Lane, Manchester, M18 7JH
Flat Above, 19 Reddish Lane, Manchester, M18 7JH
Ground Floor Flat, 34A Reddish Lane, Manchester, M18 7JN
First Floor Flat, 34B Reddish Lane, Manchester, M18 7JN
53B Reddish Lane, Manchester, M18 7JH
29A Reddish Lane, Manchester, M18 7JH
29B Reddish Lane, Manchester, M18 7JH
Flat 1, 60 Reddish Lane, Manchester, M18 7JN
Flat 2, 60 Reddish Lane, Manchester, M18 7JN
56 Bowling Road, Manchester, M18 7JB
62 Bowling Road, Manchester, M18 7JB
36 Reddish Lane, Manchester, M18 7JN
12 Reddish Lane, Manchester, M18 7JN

18 Reddish Lane, Manchester, M18 7JN
42 Reddish Lane, Manchester, M18 7JN
46 Reddish Lane, Manchester, M18 7JN
50 Reddish Lane, Manchester, M18 7JN
14 Reddish Lane, Manchester, M18 7JN
52 Reddish Lane, Manchester, M18 7JN
49 Reddish Lane, Manchester, M18 7JH
55 Reddish Lane, Manchester, M18 7JH
20 Reddish Lane, Manchester, M18 7JN
16 Reddish Lane, Manchester, M18 7JN
Flat 2, 25 Reddish Lane, Manchester, M18 7JH
Flat 1, 25 Reddish Lane, Manchester, M18 7JH
38 Reddish Lane, Manchester, M18 7JN
25 Reddish Lane, Manchester, M18 7JH
27 Reddish Lane, Manchester, M18 7JH
64 Bowling Road, Manchester, M18 7JB
44 Bowling Road, Manchester, M18 7JB
38 Bowling Road, Manchester, M18 7JB
36 Bowling Road, Manchester, M18 7JB
58 Bowling Road, Manchester, M18 7JB
46 Bowling Road, Manchester, M18 7JB
19 Reddish Lane, Manchester, M18 7JH
41 Reddish Lane, Manchester, M18 7JH
50 Bowling Road, Manchester, M18 7JB
42 Bowling Road, Manchester, M18 7JB
57 Reddish Lane, Manchester, M18 7JH
66 Bowling Road, Manchester, M18 7JB
60 Bowling Road, Manchester, M18 7JB
48 Bowling Road, Manchester, M18 7JB
23 Reddish Lane, Manchester, M18 7JH

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) -
Area Team Boundary - Name: NORTH2