

Planning

Growth & Development

Delegated officer report for planning application

Application no. 129253/FO/2021

Date registered valid: 1 February 2021

Proposal: Works to existing new cycleway to rear of properties on Tannery Way including the increase in height of the bridge parapets of Gore Brook Bridge; the widening of footpath / cycleway along Tannery Way, and associated improvements to cycle way and adjoining land including new lighting

Address: Footpath From Tannery Way, Tan Yard Brow And Fallowfield Loop, Manchester, M18 8UJ

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Mike Peet Bridgewater House , Whitworth Street, Manchester , M1 6LT

Agent (if any):

Case officer: Ian Jarvis
Tel: 0161 234 4079
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Recommendation: Approve

Date of recommendation: 21 May 2021

Application details

Type of application: Full Application Consent

Development type: Minor Other

Date of site visit:

Standard consultations:

Printed: 2 February 2021 Expired: 23 February 2021

Neighbour notifications

Printed: 20 April 2021 Expired: 11 May 2021

Site notice

Posted: 2 February 2021 Expired: 23 February 2021

Press advert

Published: 9 February 2021 Expired: 2 March 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: Gore Brook Valley Conservation Area 1994

Tree Preservation Order:

This application is for a number of highway related improvements, to improve pedestrian and cycling facilities, for a route that runs from Alston Road, along the line of the former Stockport Branch Canal (known locally as the Yellow Brick Road), up to the line of the Fallowfield Loop and also linking into Tannery Way, then onto Tan Yard Brow and up to Hyde Road.

The Fallowfield Loop line provides a segregated route for cyclists and pedestrians which links northern and eastern parts of Manchester to Fallowfield. The section of the line, covered by the scheme proposals, commences at Bridge Number 6 on the Fallowfield Loop Line and ends at the junction of the former Stockport Branch Canal with Alston Road. This section of the line has road hump features located along its length which are not conducive to an easy cycle ride. At the northerly end of the scheme, at the connection with Alston Road, the vertical stepped alignment is quite steep with a which does not allow access for wheelchairs. There is no street lighting along this section.

Along this part of the route there is a pedestrian access point onto Tannery Way, a small linear housing development, of 16 houses, with a path that runs from the former canal line to Tan Yard Brow. The path has barriers installed, where it connects with the former canal line, and halfway down Tannery Way, which allows wheelchair access, but restricts access to motor vehicles, and there are low level wooden railings, between the path and the road, that are in poor condition with gaps at various places.

The Gore Brook Bridge is located on Tan Yard Brow approximately 185 metres north of the A57 Hyde Road. The Gore Brook commences at Gorton Lower Reservoir, located to the east of the application site and travels under the Gore Brook Bridge. Debdale Park is also located to the east of the application site. Tan Yard Brow serves as access to a number of businesses on the initial section of the road. There are a number of residential dwellings and streets located north of Gore Brook Bridge but these are not accessible from Tan Yard Brow travelling northbound as there is a one-way restriction on the road, south of Tannery Way to the southerly side of Gore Brook Bridge. Tan Yard Brow therefore crosses the Gore Brook by the Gore Brook Bridge. The applicants state that the existing bridge parapets does not meet current design standards for cycle safety and there are no cycle facilities along Tan Yard Brow although the road is subject to a 20mph speed limit which is recognised as being compatible for encouraging cycle use.

There are existing trees and shrubs along part of the southerly edge of Tannery Way and along the former Stockport Branch Canal line.

The application proposals consist of :-

Former Stockport Branch Canal

- At the northerly end, the replacement of steps with the construction of a ramp that will be accessible and laid out to a gradient no greater than 1 in 20.
- Removal of road hump features along the former Stockport Branch Canal and installation of narrower speed cushions;
- Reprofilling of existing footpath levels and creation of a ramp from the Fallowfield Loop Line to the former Stockport Branch Canal;
- New tree planting
- New cycle signage

Tannery Way

- Creation of a resurfaced footpath/cycleway along Tannery Way and the existing footpath from Tannery Way to the former Stockport Branch Canal with a widened access/exit point created onto Tannery Way
- Repair of existing wooden fence
- New cycle signage
- Relocation of existing street lighting along Tannery Way

Tan Yard Brow

- Increasing the height of the bridge parapets at Gore Brook Bridge
- Creation of a contra-flow cycle lane along Tan Yard Brow
- Resurfacing of part of the footway

Originally it was also proposed to remove the two barriers, at either end of the Tannery Way path, but these are now shown as remaining.

Part of Tannery Way and the whole of Tan Yard Brow, between Tannery Way and Hyde Road, lie within the Gore Brook Valley Conservation Area.

The proposal has been advertised, on site and in the press.

Consultations & Notification Responses

Local residents - Two objections have been received, from local residents, for the following reasons:

- This is going to allow access to more people from this street and they have grave concerns about the type of people who will have access to this path. They bought the house as it was going to be a cul-de-sac a secluded area for resident access only. The barrier opposite 5 Tannery Way and at the side of 31 Tannery Way was installed to restrict motorcycles but this will allow access if these are going to be removed. This a reserved area which is peaceful for all residents living in this area, however, the change will attract more traffic from cyclists, pedestrians and motorcyclists.
- From a safety perspective, the plan to have additional cyclists crossing and using Tan Yard Brow is profoundly unsafe. The immediate area has gradients on both Tannery Way and Tan Yard Brow. In addition, Tan Yard Brow is one way to vehicle traffic in the direction towards Hyde Road. Vehicles regularly significantly exceed the speed limit when using Tan Yard Brow and often the sight lines are obscured by parked vehicles on Tan Yard Brow. Vehicles proceed at speed down Tan Yard Brow on the assumption that there will be no oncoming traffic or other obstructions. This is an incorrect assumption and it is not uncommon when turning right out of Tannery Way for motorists coming in the opposite direction down Tan Yard Brow to simply "drive at you", presumably on the assumption that they feel you shouldn't be there or have illegally driven the wrong way over the Gore Brook bridge. It is within the context of the one way and higher speed vehicle use of Tan Yard Brow that the plan to have cyclists using a bi-direction flow system in opposition to the one-way flow of vehicles, will also present a significant safety risk.
- In relation to your Ambition Statement around making it easier for cyclists and when walking. It is relevant (and obvious) to state that the current provision already provides for those on foot. In respect of making access easier for cyclists, they would ask how it can possibly be easier for cyclists to have to divert from the most direct route (along Hyde Road), to then have to cycle down a hill, only to have to cycle back up a gradient.
- Any widening of the Tannery Way footpath should not be at the expense of existing greenery.
- Accessibility would be better assisted by maintaining existing overhanging shrubbery/trees.
- Regarding the signage on Tan Yard Brow and the bridge, priority should be given to traffic coming from Tan Yard Brow to Hyde Road rather than Hyde Road to Tan Yard Brow, to deter drivers turning right off of Hyde Road (heading towards the city) onto the Brow. There should also be sufficient measures to stop people trying to turn right onto the Brow from Hyde Road, and to stop people using the right lane on the Brow to turn right onto Hyde Road, where it is actually a lane for people to turn left from Hyde Road onto the Brow (headed towards Reddish).

A letter has also been received, on behalf of the 16 residents of Tannery Way, who object to the application for the following reasons:

- They consider that residents should have been involved, at an early stage, in the design of the scheme.
- The change, from a footpath and grass verge, into a 3m wide strip of Tarmac, is clearly a change of use from a footpath for pedestrians only into shared use for both pedestrians and cycles. The appearance of this, and the loss of amenity value for residents and walkers following the Gorton Local History Trail has clearly not been considered. They believe that this will have a detrimental effect on nearby Listed Buildings and The Conservation Area.
- On the matter of the Appearance of the Development, they note that there is not one mention of the ripping up of the grass verge in favour of Tarmac amongst all the other detailed description of the works and specifications. It's important to point out that the final design of the current grass-verge, fence, path, kick-rail fence was one which was jointly agreed between developer, residents and MCC Planning back in 2008, with the specific objective of maintaining the rural character of the area. A concern at the time was that this footpath would be abused by illegal motorcycles using this route to gain access to the Fallowfield loop. The illegal use of the Fallowfield Loop by motorcycles is still a nightly occurrence and the proposed design would simply exacerbate this problem by providing a new and easy access by motorcycles to the

cycling and walking network and will therefore have an adverse effect on Crime Prevention and Community Safety and Noise and Disturbance.

- They do not understand how the tarmacking of what is now an attractive green grass verge can be considered as environmentally sensitive. They had understood that planning laws/regulations/guidance discourages the use of hard surfaces such as Tarmac for the adverse effects it has on drainage, run-off and therefore on the environment and Flood Risk. There is an existing longstanding problem with drainage in the path area which additional Tarmac will exacerbate. Again, this will have a negative impact on the Appearance of the Development and a negative Impact on the Landscape and increase Flood Risk.

- Flood Risk Management Strategy specifically highlights the importance of reducing "the likelihood, severity and consequences of flooding from Ordinary Watercourses, from Groundwater, and from Surface Water runoff. Trees and water-permeable surfaces such as soil, grass, or gravel can help reduce surface water accumulation and runoff, whilst impermeable surfaces, such as tarmac or concrete can exacerbate the issue.

- If improved cycle access to the Yellow Brick Road and the Fallowfield Loop is required, then they do not understand why more obvious solutions have not been developed. The most straightforward and direct access to the local cycle network could have been provided (and indeed was originally planned) as part of the Hyde Road Widening scheme, still in its final stages of completion. Even though this would need to have been quite a long sloping path to meet acceptable gradients, it would still have been shorter. If this solution was not acceptable/feasible then routes nearer to McDonalds and utilising land and paths in and around Wall Way would also be more practical and would avoid disruption in a residential area. This would link directly with the Yellow Brick Road / Stockport Branch Canal Route and could have been achieved largely by signage and surface markings.

- They also have serious safety concerns about Highway Safety in respect of cyclists turning from Tan Yard Brow into Tannery Way and crossing traffic coming down from High Bank Side at speed! There is a 20mph speed limit here, but sadly few motorists respect this limit. - Increased access to the paths network around Gorton Reservoir/Debdale will encourage people to use Tannery Way as a convenient place to park, increasing Highway Safety Issues for all. Tan Yard Brow is already more dangerous than it should be for what would otherwise be a quiet and attractive 'country' lane and increased use of the Tannery Way footpath link by cyclists to gain access to the leisure paths network would similarly result in increased traffic and parking on Tannery Way.

- They consider that an application that is proposed and approved by the Council, provides no impartiality and wish the matter to be considered by the Planning Committee.

One response was also received in support of the application, although comments were made about drainage, on Tannery Way and for bushes/trees, along the cycleway to be trimmed.

Following the submission of amended plans, including the changes to the Tannery Way footpath (i.e. retaining its existing width and the grass verge, and the 'A' frames at either end of the path), two further responses were received, one of which was in support of the application. The resident was pleased that the applicant's had listened to earlier comments from residents of Tannery Way and addressed their concerns by revising the plans accordingly. Significant changes of detail now make the plans acceptable to the resident particularly the retention of the grass verge on Tannery Way and improvements to the narrow passageway from Tannery Way through to the yellow brick road - improvements which will see drainage improved and the pathway widened. The addition of double yellow lines at the junction of Tannery Way will also improve safety for all users by improving sight lines.

One resident still objected to the application, as they feel it sacrifices the nicest part of Gorton for a cycling route, where it would be more beneficial to explore a direct link from Hyde Road to the Fallowfield Loop via land adjacent to Hyde Road used by the construction crew, which is currently flat and empty. Furthermore, the plan does not confirm the state of the grassy verge in

Tannery Way, which adds to the aesthetic appeal of the estate, and would be a shame to lose for the sake of a widened path. If more path land is required, take it from the other side of the wire fence, where the bushes are overgrown and untidy. The section of path at the top of Tannery Way where it joins the loop needs the drainage assessed, the lands cleared up of debris and trash, and the roots cutting out to assist with accessibility - currently it is very difficult to get over the roots with a stroller or a wheelchair.

Highway Services - Makes the following comments:

The proposal involves two-way connectivity for both pedestrians and cyclists which also provides onward connection to public transport hubs and is supported by Highways.

A combination of fixed bollards and a multi barrier chicane arrangement allows access for pedestrians and cyclists whilst preventing access to motor vehicles.

Existing footpath levels are being reprofiled, dropped crossings installed, speed humps replaced and a ramp provided to ensure that the route is accessible.

It is noted that minor street lighting repositioning is required.

The proposed traffic management arrangements, during construction works are acceptable from a highways perspective.

Strategic Area and Citywide Support Manager - No objections, subject to a condition relating to lighting and an informative relating to construction hours.

Greater Manchester Police - Makes the following comments:

- The proposed chicanes will be an effective replacement for the existing barriers to deter misuse of the footpaths/cycleway with quad bikes, dirt bikes or motorcycles, whilst allowing good access for wheelchairs, mobility scooters, and prams.
- It is recommended that any new planting does not create areas for offenders or those antisocially minded to conceal themselves. New tree planting should not impede existing or proposed lighting.
- The positioning of new lighting should be carefully considered to maximise its effectiveness and does not lead to excessive pooling or shadowed areas.

These points have been provided to the applicant as an informative.

Greater Manchester Ecology Unit - Makes the following comments:

The ecological impacts of this part of the scheme appear to be relatively minor and they would raise no overall objections to the application on Ecology grounds. Vegetation losses will be (at least in part) compensated through new tree planting.

They would recommend:

- That no vegetation clearance required to facilitate the scheme is carried out during the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.
- While they understand that it may not be possible to accurately quantify the vegetation loss associated with the widening of the and resurfacing of the path, as a general recommendation they would ask that this be kept to the minimum necessary to facilitate the scheme.
- The area could be improved by removing tipped material

Greater Manchester Pedestrians Society - No comments received.

Peak and Northern Footpaths Society - Makes the following comments:

This is not an objection to the proposals included in the planning application. However, they have a general concern that such shared use routes can create conflicts between faster-moving cyclists and slower-moving pedestrians. They would ask that the layout of the route, surface markings and signage are designed and introduced so as to minimise any such potential conflicts.

The Ramblers Association - 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.

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 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 EN9 relates to green infrastructure and states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in accordance with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required

to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN14 relates to Flood Risk and states that development should be directed away from sites of greatest risk of flooding and that all new development should minimise surface water run-off.

Policy EN16 relates to air quality and the Council's commitment to improve air quality in the city.

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 lies in the Gore Brook Valley, as identified in the Unitary Development Plan, which is covered by Saved Policy GO12. This states that the Council will permit proposals in line with the Gore Brook Valley Park Strategy to create an informal open space linking Sunny Brow Park and Debdale Park, and will refuse Planning Permission for proposals which conflict with that objective. The reason for this policy is to improve the local environment and provide a comprehensive network of linked open spaces and varied recreational uses. The Gore Brook Valley park strategy has been pursued by the Council for many years and has the Strategic objective of improving access to areas of open land from the surrounding residential areas.

Saved policy DC18.1 relates to conservation areas and states that the council will give particularly careful consideration to development proposals within Conservation Areas.

a) the council will seek to preserve and enhance the character of its designated Conservation Areas by carefully considering the following issues:

- I) the relationship of new structures to neighbouring buildings and spaces
- II) the effect of major changes to the appearance of existing buildings
- III) the desirability of retaining existing features such as boundary walls, gardens, trees (including street trees)
- IV) the effect of signs and advertisements

V) any further guidance on specific areas which has been approved by the council

b) the council will not normally grant outline planning permission for development within Conservation Areas.

- c) Consent to demolish a building in a Conservation Area will be granted only where it can be shown that it is wholly beyond repair, incapable of reasonably beneficial use, or where its removal or replacement would benefit the appearance or character of the area
- d) Where demolition is to be followed by redevelopment, demolition will be permitted only where there are approved detailed plans for that redevelopment and where the council has been furnished with evidence that the development will be undertaken
- e) Development proposals adjacent to Conservation Areas will be granted only where it can be shown that they will not harm the appearance or character of the area. This will include the protection of views into and out of Conservation Areas.

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.

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.

Principle - The scheme is proposing to improve access to the former Stockport Branch Canal and the Fallowfield Loop Line and to improve the conditions along these routes. Currently there are features that restrict access for disabled people and larger bicycles and the intention is to make the routes more accessible for all users, but which will remain restrictive to other users (e.g. motorbikes). The scheme includes various works including improving access slopes and resurfacing, and, in principle, the proposal is considered to be in accordance with Council aims and objectives.

Changes in response to residents comments - Following the concerns of residents, the applicant amended the scheme to indicate that the green verge, on Tannery Way, will not be removed as residents confirmed that they would rather the cyclists go down the carriageway than remove the verge. The grass verge is therefore to remain and the existing opening near No 31 Tannery Way will be widened to 3m to allow access, with tactile paving installed. Also, the existing barriers (A frames) at either end of the path will be left in situ.

Works to the former branch canal/Fallowfield Loop - It is proposed to remove the existing road humps and to replace them with narrower raised features, that allow cyclists to pass, but prevent vehicles accessing this route. Residents are concerned that this would lead to greater cycle speeds, but this is no different to the existing Fallowfield Loop where there is generally unrestricted access, and a specific need to reduce the need of cyclists here is not apparent. The proposed works are considered to be acceptable to Highway services, with no highway safety implications. Other works here are the replacement of steps, at the northern end, and the ramp to the Fallowfield Loop, with slopes that have more accessible gradients (max 1:20), which allows easier access for cyclists and disabled people. The proposal also includes 8 new trees, close to Alston Road, at the end of this stretch of the route, and other landscaping improvements along the route, which are considered to be positive additions.

Works to Tannery Way - The aim is to upgrade the existing footway link, to the former Stockport Branch Canal, and to make it more accessible for pedestrians, cyclists and disabled people. Originally it was proposed to widen the route, but this involved the loss of part of the existing grass verge. It is now proposed to just resurface the route with a widened access at one point only. The existing barriers are to remain, at either end of the path, and the existing fencing is to be repaired. Some slight repositioning of lighting columns was originally proposed, but this has now been removed from the submitted plans due to the path widening no longer being proposed. It is considered that the proposal represents an improvement in the treatment of this path, and associated fencing, with minimal impact upon residents.

Works to Tan Yard Brow - The works proposed are to allow contraflow cycle access, whilst retaining vehicular restrictions, so that cars travelling from Hyde Road are not permitted to travel northwards along Tan Yard Brow. It is considered that these works would have a minimal impact upon the highway network.

Works to Gore Brook Bridge/Impact upon Conservation Area - The majority of works taking place are groundworks and the upgrading of existing features, which would have a minimal visual impact upon the Conservation Area. The main works that could potentially impact upon the Conservation Area are changes to the parapet walls, of the Gore Brook Bridge. The bridge is not listed, but is an important historical feature of the Conservation Area. In the interests of safety, for pedestrians and cyclists, some additional height is needed, to the parapet walls, currently 1.2 metres in height. Originally it was proposed that the existing brick parapets would be increased in height to 1.4 metres through the laying of an additional two courses of brickwork and the same brick material would be used to increase the parapet height. The existing copings would be retained and replaced after the brickwork is completed. This change was considered to be acceptable, in principle, but the revised scheme indicated that a 1.8 metre high paladin fence would be fixed to the existing parapet walls instead. It was considered that the revised

proposal would have a detrimental impact upon the Conservation Area, and could not be supported. The applicant has agreed to revert back to a more sympathetic design, for the bridge, and has indicated that they will commission a structural engineer to do the bridge inspection and design, and have requested that this matter be covered by a condition.

Management and maintenance - The applicant has indicated that they are aware of the need for a future management and maintenance plan, in order to secure the effectiveness of these proposed works and to include matters such as vegetation management and frequent inspection, and prompt repair, of features such as lighting, fencing, barriers, rails and signage.

Residential amenity - A number of the residents concerns have been addressed by the amendments to the scheme. In particular they were concerned about the removal of the barriers and the widening of the footpath, on Tannery Way, and increased potential for surface water run-off and increased usage of the footpath. These matters have been largely resolved, with the changes proposed, which are, in effect, more a case of maintaining existing arrangements, rather than substantial changes. The works are intended to improve access for all sectors of the community, including cyclists and disabled people, so there is the potential for the increased usage of these routes but overall it is considered that the benefits, of providing these improved routes, outweighs any slight increase in activity along the Tannery Way footpath.

Security - An additional concern of residents is that, in making the route more accessible, more people are encouraged to use the area and there would be resulting security implications. However, Greater Manchester Police do not consider that the proposed works would impact upon resident security, subject to their recommendations being followed, with regards to any new or relocated lighting. This has been provided to the applicant as an informative.

Ecology - The Greater Manchester Ecology Unit have no significant concerns, about this proposal, and a condition/informative is proposed, in line with their comments.

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/agent in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. In this

instance, negotiations took place to ensure that the proposed development would not have an adverse impact upon the Conservation Area and local residents.

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

1) The development must be begun not later than the expiration of three years beginning with the date of this permission.

Reason - Required to be imposed pursuant to Section 91 of the Town and Country Planning Act 1990.

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

Drawings numbered 210208H-MCF-0100-001, 210208H-MCF-0100-002 and 210208H-MCF-0100-006, and the Ecology Statement, all stamped as received by the City Council, as Local Planning Authority, on 1 February 2021

Drawing numbered A3/210208H/0000/CON rev A, (notwithstanding any reference to the installation of a 1.8 metre high fence proposed to be attached to the parapet walls on the Gore Brook Bridge), stamped as received by the City Council, as Local Planning Authority, on 16 April 2021.

Email from Trudy Dunne, dated 12 May 2021, which confirms that the works to the Gore Brook Bridge should be subject to a condition of the planning permission.

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy and saved policies DC1 and DC18, of the Unitary Development Plan for the City of Manchester

3) Excluding like-for-like repair works, prior to the installation/erection/creation of any new fencing, railings, barriers, traffic calming measures and signage, details shall be submitted and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved scheme.

Reason - In the interests of pedestrian and highway safety, pursuant to saved policies GO12 and DC18.1 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy.

4) No works to the Gore Brook Bridge, including any alterations or additions to the existing parapet walls, shall commence unless and until detailed designs and specifications, including an indication of proposed materials, have been submitted to and approved in writing by the City Council as local planning authority. The works to the bridge shall be carried out only in accordance with these approved details.

Reason - In the interests of the character and appearance of the bridge and surrounding Conservation Area, pursuant to saved policies GO12 and DC18.1 of the Unitary Development Plan for the City of Manchester, and policies SP1, EN3 and DM1 of the Manchester Core Strategy.

5) A landscape /associated works management plan shall be submitted to and approved in writing by the City Council, as Local Planning Authority, within 3 months of works commencing

on site. The content of the plan should include maintenance proposals for vegetation and details of frequency of inspections of features such as lighting, fencing, barriers, rails and signage, and a timescale for any required repairs of such features, as observed on inspection, or which are identified by the City Council, as local planning authority. The development shall be implemented, and thereafter maintained in accordance with the approved details.

Reason - To ensure that a satisfactory landscaping scheme, including associated works, is maintained on site, pursuant to saved policies GO12 and DC18.1 of the Unitary Development Plan for the City of Manchester and policies SP1, EN9 and DM1 of the Manchester Core Strategy.

6) Prior to installation any new lighting columns, (including existing columns that are being repositioned) detailed designs (including columns, lanterns and any cowls which may be required) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved scheme.

Reason - To safeguard the amenities of the occupiers of nearby properties from light spill and glare, pursuant to policies SP1, EN3 and DM1 of the Manchester Core Strategy and saved policies DC1 and DC18, of the Unitary Development Plan for the City of Manchester.

7) 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.

Informatives

1) Construction/demolition works shall be confined to the following hours:

- Monday - Friday: 7.30am - 6pm
- Saturday: 8.30am - 2pm
- Sunday / Bank holidays: No work

2) The vegetation loss associated with the widening of the and resurfacing of the path should be kept to the minimum necessary to facilitate the scheme.

3) It is recommended that any new planting does not create areas for offenders or those antisocially minded to conceal themselves. New tree planting should not impede existing or proposed lighting.

The positioning of new lighting should be carefully considered to maximise its effectiveness and does not lead to excessive pooling or shadowed areas

Appendix 1 – List of consultees & neighbours notified

Peak & Northern Footpaths Society
The Ramblers Association
Highway Services
Environmental Health
Greater Manchester Police
Greater Manchester Ecology Unit
Greater Manchester Pedestrians Society

1 Tanners Street, Manchester, M18 8WT
9 Tannery Way, Manchester, M18 8LH
31 Tannery Way, Manchester, M18 8LH
27 Tannery Way, Manchester, M18 8LH
25 Tannery Way, Manchester, M18 8LH
23 Tannery Way, Manchester, M18 8LH
15 Tannery Way, Manchester, M18 8LH
21 Tannery Way, Manchester, M18 8LH
19 Tannery Way, Manchester, M18 8LH
13 Tannery Way, Manchester, M18 8LH
56 Tan Yard Brow, Manchester, M18 8UJ
7 Tannery Way, Manchester, M18 8LH
5 Tannery Way, Manchester, M18 8LH
3 Tanners Street, Manchester, M18 8WT
Kennels And Cattery, Spring Bank Farm, 72 High Bank, Manchester, M18 8UJ
29 Tannery Way, Manchester, M18 8LH
3 Tannery Way, Manchester, M18 8LH
1 Tannery Way, Manchester, M18 8LH
51 High Bank, Manchester, M18 8UL
Spring Bank Farm, 72 High Bank, Manchester, M18 8UJ
60 Tan Yard Brow, Manchester, M18 8UJ
58 Tan Yard Brow, Manchester, M18 8UJ
6 Alston Road, Manchester, M18 8WU
17 Tannery Way, Manchester, M18 8LH
11 Tannery Way, Manchester, M18 8LH
18 Clark Avenue, Manchester, M18 8WZ
8 Alston Road, Manchester, M18 8WU
7 Havers Road, Manchester, M18 8UN
15 Havers Road, Manchester, M18 8UN
1 Havers Road, Manchester, M18 8UN
5 Havers Road, Manchester, M18 8UN
3 Havers Road, Manchester, M18 8UN
22 Clark Avenue, Manchester, M18 8WZ
20 Clark Avenue, Manchester, M18 8WZ
16 Clark Avenue, Manchester, M18 8WZ
12 Clark Avenue, Manchester, M18 8WZ
13 Havers Road, Manchester, M18 8UN
24 Clark Avenue, Manchester, M18 8WZ
14 Clark Avenue, Manchester, M18 8WZ
10 Clark Avenue, Manchester, M18 8WZ
9 Havers Road, Manchester, M18 8UN
11 Havers Road, Manchester, M18 8UN
Newton And French, Tan Yard Brow, Manchester, M18 8UJ
The Tannery, Tan Yard Brow, Manchester, M18 8UJ

Workshop 1, The Tannery, Tan Yard Brow, Manchester, M18 8UJ
760 Hyde Road, Manchester, M18 7EF
Flat 8, 752 Hyde Road, Manchester, M18 7EF
Flat 4, 752 Hyde Road, Manchester, M18 7EF
Flat 3, 752 Hyde Road, Manchester, M18 7EF
Flat 2, 752 Hyde Road, Manchester, M18 7EF
Flat 1, 752 Hyde Road, Manchester, M18 7EF
758 Hyde Road, Manchester, M18 7EF
Flat 3, 758 Hyde Road, Manchester, M18 7EF
764 Hyde Road, Manchester, M18 7EF
9 Willow Grove, Manchester, M18 7FG
3 Willow Grove, Manchester, M18 7FG
Flat 7, 752 Hyde Road, Manchester, M18 7EF
Flat 6, 752 Hyde Road, Manchester, M18 7EF
Flat 5, 752 Hyde Road, Manchester, M18 7EF
Flat 2, 758 Hyde Road, Manchester, M18 7EF
Flat 1, 758 Hyde Road, Manchester, M18 7EF
762 Hyde Road, Manchester, M18 7EF
11 Willow Grove, Manchester, M18 7FG
7 Willow Grove, Manchester, M18 7FG
5 Willow Grove, Manchester, M18 7FG
1 Willow Grove, Manchester, M18 7FG

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
Conservation Area - Gore Brook Valley Conservation Area 1994
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH2