

Growth & Development

Delegated officer report for planning application

Date registered valid: 5 March 2020

Address: Dob Brook Close, Manchester, M40 1DB

Applicant: Ms Karen Harford Guinness Developments Limited Bower House , 1
Stable Street, Hollinwood, Oldham, OL9 7LH

Agent (if any):

Recommendation: Approve

Date of recommendation: 24.08.2020

Application details

Type of application: Full Application Consent

Development type: Smallscale Major Dwellings

Date of site visit:

Standard consultations:

Printed: 14 May 2020 Expired: 4 June 2020

Neighbour notifications

Printed: 2 June 2020 Expired: 9 June 2020

Site notice

Posted: Expired:

Press advert

Published: 10 March 2020 Expired: 31 March 2020

Departure from Development Plan: No

Environmental Statement: Not required

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of Site/Area

The proposal site lies within the Newton Heath area of North Manchester and lies close to the boundary with the Oldham Local Authority. The surrounding area is mixed in character, to the south of the site is the Rochdale Canal and beyond is an area of predominantly, two storey terraced dwellinghouses. To the east of the site, the immediate context is the two storey housing of Dob Brook Close, beyond which is an area containing a mix of light industrial and commercial uses. To the north is a mix of residential properties and a church beyond which is Oldham Road and an area of mixed residential, commercial and light industrial sites. To the immediate west of the site are industrial premises trading in car spares and further west is a mixture of light industrial and commercial sites.

The site is rectilinear in shape and is bounded by Dob Brook Close to the north and east. To the north, houses are arranged in semi-detached pairs, set back from the pavement to accommodate front gardens and parking.. To the east, the boundary is formed by the rear garden fences of 2 storey properties which form the continuation of Dob Brook Close as it turns to run north/south. All the properties to this immediate context are 'traditional' 2 storey forms with masonry elevations and pitched roofs, built within the last 15 years. To the west, the boundary is formed by a red brick wall approximately 5 metres in height. To the south, is the Rochdale canal which is relatively generous in width at this point (approximately 12-15m) with tow path and 2 storey houses set back along its southern edge. The site benefits from this open southerly aspect adjoining onto the Rochdale canal

Description of Development

The submitted application seeks planning permission for the erection of 8 no. x two storey dwellinghouses and erection of a three storey building to form 16 no. Apartments together with boundary treatments, landscaping and other associated works.

Consultations & Notification Responses

Local residents were consulted and a total of 4 representations were received to the initial consultation. Comments made can be summarised as follows:

The council should promote housing which are not exclusively associated with social renting; Integration of private, affordable and social housing is key to the successful social cohesion and non-stigmatisation of the area of Newton Heath.

Concerns with regards to sparse planting of new trees when so much green mass is being removed from this plot of land. A tree lined street would be highly desirable and also work on the so needed de-stigmatisation of Newton Heath. The internal street/mews being created are too raw and too reliant on individuals to maintain their own landscaped gardens.

Concerns raised with regards to traffic management solutions regarding the site entrance.

Concerns that the three storey building to form 16 apartments is too large and is going to look very imposing, as all other houses/ building surrounding are no more than two storeys high, overlooking from the balconies at a higher level causing loss of privacy.

The area has become a haven local wildlife, we have bats which roost in the trees, foxes and cubs, lots of wild birds nesting. Currently Canada geese are also nesting on this land.

Objection to the 2.1m high fence with 0.3 trellis at the side of No. 38, this fence will block the view of the street to the left of the house and will also block light. This fence will also cause a serious safety issue when moving a car off the drive as it will block the pavement and street view obscuring views of any pedestrians,

The objector also raises concerns with regards to security for my property as it would pose as a cover for anybody walking up the path and the neighbour's views of the house will be compromised

A further 7 day notification was carried out due to revised boundary treatment and 1 representation was received, restating previous concerns with regards to boundary treatment.

Issues raised are addressed in the relevant issues section of the report.

Work and Skills team: No local labour condition required.

Design for Security at Greater Manchester Police: Recommendation of a condition to reflect the physical security specifications set out in the submitted Crime Impact Statement.

Oldham Council: no comments however recommendation of Natural England Consultation

Natural England: No comments

Neighbourhood Tree Services: no objection to landscaping proposals

Archaeological Advisory Service: The proposed development does not threaten the known or suspected archaeological heritage.

United Utilities: Recommendation of conditions relating to drainage of foul and surface water.

Flood Risk management: Recommendation of conditions relating to drainage of foul and surface water.

Environmental Health:

- Recommendation of a Construction Management Plan pre commencement condition.
- Recommendation of a condition in relation to a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding areas.
- Recommendation of a condition in relation to acoustic treatment of any externally mounted ancillary plant
- Recommendation of a condition which requires additional information with regards to the storage and disposal of waste at the site
- Recommendation of a condition in relation to mitigation measures to safeguard local air quality to be agreed and implemented as part of the development.
- Recommendation of a condition in relation to contaminated land for a site investigation and the identification of remediation measures to be submitted.

Highways:

The site is considered to be suitably accessible by sustainable modes and is in close proximity to bus and tram facilities.

No transport statement has been submitted and this is required to verify that the increase in the level of vehicular trips can be accommodated on the highway network.

24 car parking spaces are being provided equating to 1 for each unit (of which three are accessible bays) which is acceptable from a highway perspective.

In terms of electric vehicle charging, we expect that each parking space will have provision.

Secure cycle storage is being provided for 18 bikes in a store separate to the properties and we would recommend that this be increased to provide 24 spaces equating to one per housing unit.

With regard to the road layout, it is assumed that the new highway is being offered for adoption. The layout does not include turning head provision and the applicant should indicate through swept path analysis how an 11.5m long refuse collection vehicle can enter and exit the site in forward gear. In addition, the minimum dimensions for highway adoption are 5.5m carriageway and 2.0m footway widths and verification is required that this is the case. Other matters such as public street lighting would need to be considered as part of any S38 adoption agreement.

Whilst the vehicle access appears satisfactory, again swept path information is required to verify that the necessary movements can be undertaken. Amendments will be needed to the existing highway for which a S278 agreement is required. In addition, footway resurfacing for the development perimeter on the south side of Dob Brook Close will be required, again through S278 agreement.

In terms of bin accommodation, external communal storage is being provided for the apartments with individual bins for each of the houses which is acceptable to Highways.

The pedestrian access arrangements are acceptable from a highway perspective as are the boundary treatment proposals.

Recommendation of a construction management plan condition.

FURTHER HIGHWAY RESPONSE 14/04/2020: -

Further to the submission of a transport statement, we now accept that the highway network can accommodate the likely associated trip generation.

With regard to the swept path submission, whilst we accept that the necessary vehicle manoeuvres can be undertaken for waste collection and servicing requirements, it is reliant on the new road being kept clear of parked vehicles.

Therefore, parking controls will be required on the new estate road through the imposition of a traffic regulation order which will be progressed through S278 agreement.

Our comments in relation to electric vehicle charging and cycle parking provision remain applicable.

Greater Manchester Ecology Unit: No significant ecological issues were identified by the developer's ecological consultant. The site supports habitats within the site are of only local and in part limited value to biodiversity. Issues relating to bats, nesting bird, invasive species and canal protection during works can be resolved via condition and or informative.

Canal and River Trust: The canal and river trust are satisfied that the structural integrity of the canal is not put at risk as part of any development proposal, including excavations for foundations as the proposed development is sited 5 metres away from the canal edge. The trust have recommended a CEMP condition to safeguard the waterway infrastructure throughout the construction process. Further comments and recommendations made with regards to the Design and Layout of the scheme, Ecology, Surface water and foul drainage and Fishing Rights.

Policy

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019. It sets out the Government's planning policies for England and how these are expected to be applied. It defines the Government's requirements for the planning system 'only to the extent that it is relevant, proportionate and necessary to do so'. It provides a mechanism through which local people and their accountable councils can produce their own distinctive local and neighbourhood plans, which reflect the needs and priorities of their communities'.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making. However, paragraph 10 states that 'at the heart of the Framework is a presumption in favour of sustainable development' and, in 'decision-taking', this means that development proposals should accord with the development plan should be approved without delay unless: any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole or specific policies in this Framework indicate development should be restricted.

The Framework has been related to the proposed development, with particular emphasis given to the following:

i. Chapter 5 Delivering a sufficient supply of homes - States that to support the Government's objective of significantly boosting the supply of homes, it is important that: a sufficient amount and variety of land can come forward where it is needed; the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay (paragraph 59). This should be reflected in the consideration of the size, type and tenure of housing needed for different groups in the community (paragraph 61). Chapter 5 states that the provision of affordable housing should not be sought for residential developments that are not major developments and that the re-use of brownfield sites should be encouraged (paragraph 63). It is considered that small and medium sized sites can make an important contribution to meeting the housing requirement of an area as they are often built-out relatively quickly (paragraph 68). It further requires that local planning authorities should support the development of entry-level exception sites, suitable for first time buyers (paragraph 71). In this case, it is considered that the size and tenure of the proposed development would positively contribute to the quality and supply of housing in the local area, secure the development of a brownfield site and responds to an identified local housing need. It would also help to diversify the local housing market through the provision of high quality design that is capable of achieving sustainable future occupation. Chapter 5 would thereby be complied with.

ii. Chapter 8: Promoting healthy and safe communities - States that planning decisions should aim to achieve healthy, inclusive, accessible and safe places, where crime and disorder (and the fear of crime) do not undermine the quality of life or community cohesion (paragraph 91). These considerations have been related to the layout and design of the proposed development and the incorporation of measures to address issues of security and potential opportunities for criminal and anti-social behaviour. Chapter 8 also requires consideration of the loss of open space and requires appropriate justification that such land is surplus to requirements. In this case, the land has been previously developed as housing and maintained as hard surfaced areas with limited recreational value. This land has not been identified as open recreational space as part of the City Council open space audit and has been previously developed for housing. It is not considered that the development would impact upon local open space provision in the area but would deliver positive benefits with regard to local housing provision. Taking these factors into account it is considered that Chapter 8 would be positively responded to.

iii. Chapter 9: Promoting sustainable transport - States that in assessing specific applications for development, it should be ensured that:

- a) Appropriate opportunities to promote sustainable transport modes can be - or have been - taken up, given the type of development and its location;
- b) Safe and suitable access to the site can be achieved for all users; and
- c) Any significant impacts from the development on the transport network (in terms of capacity and congestion), or on highway safety, can be cost effectively mitigated to an acceptable degree (paragraph 108).

It is considered that, given the magnitude of the development, the generation of traffic and vehicular movement would be predictable and capable of being accommodated within the local highway infrastructure. Satisfactory off-street car parking would also be achieved. The proposed development would thereby be consistent with the requirement of Chapter 9.

iv. Chapter 11: Making effective use of land - States that planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and

improving the environment and ensuring safe and healthy living conditions. It also encourages the use of previously developed or 'brownfield' sites (paragraph 117). Paragraph 122 states, amongst other things, that planning decisions should support development that makes efficient use of land, taking into account:

- a) The identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) The importance of securing well-designed, attractive and healthy places.

It is considered that chapter 11 has been positively responded to as it would secure the re-use of previously developed land and secures housing with a high quality of urban design. It is also considered that the development would be appropriately related to the scale, proportions and character of the development in the surrounding area.

v. Chapter 12: Achieving well-designed places - States that 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 (paragraph 124). Paragraph 127 further states that planning 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 visually attractive as a result of good architecture, layout and 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;
- e. Optimise the potential of the site to accommodate and sustain an appropriate amount and mix of development.

The proposed development achieves a layout that relates appropriately to the surrounding context, including its acknowledgement of the character neighbouring houses. The low rise nature of the development would reduce the visual impact on the surrounding area. Given the quality of the proposed design, it is considered that the development would contribute to place making and the character of the local area thereby according with chapter 12.

vi. Chapter 14: Meeting the challenge of climate change, flooding and coastal change - States that new development should be planned for in ways that:

- a. Avoid increased vulnerability to the range of impacts arising from climate change;
- b. Can help to reduce greenhouse gas emissions, such as through its location, orientation and design (paragraph 150).

It further states that all plans should apply a sequential, risk-based approach to the location of development - taking into account the current and future impacts of climate change to avoid where possible, flood risk to people and property (paragraph 157).

It is considered that the site responds positively to chapter 14, through the incorporation of design techniques that reduce the potential for carbon emissions and being located in a location that is not vulnerable to flood risk. Appropriate drainage would also be achieved through the implementation of drainage arrangements delivered through a condition requiring the submission of supplementary details.

Planning Practice Guidance (PPG) - On 6 March 2014 the Department for Communities and Local Government (DCLG) launched this planning practice guidance web-based resource. The

PPG seeks to both simplify and clarify planning guidance easier and simpler. It is intended to be read in conjunction with the National Planning Policy Framework (NPPF) and is relevant to key planning issues of significance to applicants and local authorities. In the following assessment of the proposed development has been given to the following aspects of the PPG:

- i. Consultation and pre-decision matters - The NPPG reasserts that local planning authorities are required to undertake a formal period of public consultation, prior to deciding a planning application.
- ii. Design - Good quality design is considered to be an integral part of sustainable development. Achieving good design is about creating places, buildings, or spaces that work well for everyone, look good, last well, and will adapt to the needs of future generations;
- iii. Flood Risk Planning and Flood Risk - The proposed development has been assessed to determine if it represents a flood risk. For the purposes of applying the National Planning Policy Framework, 'flood risk' is a combination of the probability and the potential consequences of flooding from all sources;
- iv. Health and well-being - States those local planning authorities should ensure that health and wellbeing, and health infrastructure are considered in planning decision making. It also recognises that development can provide opportunities for healthy lifestyles through the promotion of and access to high quality open spaces and opportunities for play, sport and recreation;
- v. Air quality - The PPG states the relevance of air quality to a planning decision will be dependent upon the proposed development and its location. Consideration should be given to the likelihood that the development would:
 - a. Significantly affect traffic in the immediate vicinity of the proposed development site or further afield;
 - b. Introduce new point sources of air pollution;
 - c. Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor air quality;
 - d. Give rise to potentially unacceptable impact (such as dust) during construction for nearby sensitive locations;
 - e. Affect biodiversity.

It states that where necessary, mitigation measures should be specifically related to the location of the development and be proportionate to the likely impact.

- v. Land affected by contamination - States that the contaminated land regime under Part 2A of the Environmental Protection Act 1990 provides a risk based approach to the identification and remediation of land where contamination poses an unacceptable risk to human health or the environment. It also states that only a specific investigation can establish whether there is contamination at a particular site, but the possibility should always be considered particularly when the development proposed involves a sensitive use such as, in this case, bungalows with gardens;
- vi. Noise - Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. The PPG sets out the potential approaches to responding to noise and appropriate mitigation, which have been applied in the consideration of the proposed development.

vii. Travel plans and traffic / transport assessments - The PPG has been considered in respect of the traffic and highways issues presented by the development and potential measures to secure a reduction in reliance on private car usage.

Manchester's Local Development Framework: Core Strategy - The Core Strategy Development Plan Document 2012 -2027 ('the Core Strategy') was adopted by the 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.'

The following policies are relevant to the proposed development:

Policy SP 1 (Spatial Principles)

Policy SP1 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.
- 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 (Design Principles and Strategic Character Areas)

Policy EN 1 states that opportunities for good design to enhance the overall image of the City should be fully realised through the implementation detailed design principles that reinforce and enhance the local character of that part of the City and supports the achievement of the Core Strategy Strategic Objectives.

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development)

Policy EN4 states that the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO2 emissions, and rising fossil fuel prices through a number of actions. The following are considered relevant to this application:

- All development must follow the principle of the Energy Hierarchy, being designed: To reduce the need for energy through design features that provide passive heating, natural lighting and cooling, to reduce the need for energy through energy efficient features such as improved insulation and glazing to meet residual energy requirements through the use of low or zero carbon energy generating technologies.
- Wherever possible new development and retrofit projects, including energy generation plant, must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies.
- Where possible new development and retrofit projects will be used as a mechanism to help improve energy efficiency and provide low and zero carbon energy supplies to existing buildings.
- Where appropriate new development and retrofit projects will be required to connect to and/or make contributions to low or zero carbon energy schemes and/or to incorporate provision to enable future connection to any existing / potential decentralised energy schemes.
- The use of building materials with low embodied carbon in new development and refurbishment schemes.

Policy EN 8 (Adaptation to Climate Change)

Policy EN8 states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. In this case of this application reference has been given to the adaptability of the development to climate change with particular reference to:

- i. Minimisation of flood risk by appropriate siting, drainage, and treatment of surface areas to ensure rain water permeability;
- ii. The need to control overheating of buildings through passive design;
- iii. The opportunity to provide linked and diverse green space to enhance natural habitats, which will assist species adaptation.

Policy EN 9 (Green Infrastructure)

Policy EN 9 states that new development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Policy EN9 is relevant to the proposal as it involves the development of previously developed open land.

Policy EN 14 (Flood Risk)

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. The applicant has provided a flood risk assessment that requires supplementary details relating to surface water attenuation and drainage management. The applicant has agreed to a condition that would secure the submission of appropriate sustainable drainage details to be implemented as part of the development. On this basis and subject to the implementation of agreed details, policy EN14 would be complied with.

Policy EN15 (Biodiversity and Geological Conservation)

Policy EN15 states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City and 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 EN 16 (Air Quality)

The Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN18 states that any proposal for development of contaminated land must be accompanied by a health risk assessment

Policy EN19 (Waste)

Policy EN19 states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). Developers will be required to submit a waste management plan to demonstrate how construction and demolition waste will be minimised and recycled.

Policy H1 (Overall Housing Provision)

Policy H1 relates to the City Council strategy for the delivery of new housing between March 2009 and March 2027. The policy sets out that new housing should:

- Contribute to the creation of 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;
- Support growth on previously developed sites in sustainable locations and which takes into account the availability of developable sites in these areas;
- Ensure that the design and density of the a scheme contributes to the character of the local area;
- Make appropriate provision for parking cars and appropriate levels of sound insulation;
- Be designed to give privacy to both its residents and neighbours.

Policy H 3 North Manchester

The proposed development would accord with Policy H3 and its aspiration for the delivery of new housing in north Manchester and the delivery of high quality and sustainable family housing.

Policy H 8 Affordable Housing

Policy H8 sets the requirements for affordable housing or an equivalent financial contribution. It is relevant in this case as development would exceed the 15 or more threshold for affordable housing provision. Policy H8 requires that developers use a 20 % target for the incorporation of affordable housing

Policy T1 (Sustainable transport)

Policy T1 relates to the delivery of sustainable, high quality, integrated transport system, which encourages a modal shift away from car travel to public transport, cycling and walking and prepare for carbon free modes of transport. In this case that development incorporates sufficient in curtilage car parking, with sufficient space within rear gardens to provide secure cycle storage shed to meet residents' requirements.

Policy T2 (Accessible areas of opportunity and need)

Policy T2 states that the Council will actively manage the pattern of development to ensure that new development: is located to ensure good access to the City's main economic drivers, including the regional centre and to ensure good national and international connections; is easily accessible by walking, cycling and public transport; connecting residents to jobs, centres, health, leisure, open space and educational opportunities.

Policy DM1 (Development Management) 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. Relevant considerations in this case are:

- 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 to ensure that development has regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality and road safety and traffic generation;
- Accessibility: buildings and neighbourhoods should be fully accessible to disabled people with new development providing access to all via sustainable transport modes;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection.

Saved Unitary Development Plan (Saved UDP) Policies -The following saved Unitary Development Plan policy is also considered to be relevant:

Policy DC7 (New Housing Development)

Policy DC7.1 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. Policy DC7 also requires that a satisfactory quality of development is achieved.

Policy DC26 (Development and noise)

Policy DC26 seeks to reduce the impact of noise generating development. This policy states that the Council will consider the effect of new development proposals and the implications of new development being exposed to existing noise sources. Developments likely to result in unacceptably high noise levels will not be permitted.

Manchester Residential Quality Guidance (2016)

The City Council's Executive has endorsed the Manchester Residential Quality Guidance. As such, the document is now a material planning consideration in the determination of planning applications and weight should be given to this document in decision making.

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

- Make it Manchester;
- Make it bring people together;
- Make it animate street and spaces;
- Make it easy to get around;
- Make it work with the landscape;
- Make it practical;
- Make it future proof;
- Make it a home; and
- Make it happen.

Manchester's Great Outdoors - a Green and Blue Infrastructure Strategy for Manchester (2015)

Adopted in 2015, the vision for the strategy is that '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'

There are four objectives in order to achieve this vision:

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 of Development

Evidence of historic maps indicate that the site has been largely undeveloped, previously The Heath Brewery, forming the western boundary of the site, the brick wall, which currently forms this boundary is a remnant of this building. The development would result in the loss of some existing open space however the proposed development site is a small area of land which has not been identified within the Council's City Wide Open Spaces, Sport & Recreation study (August, 2009) as having any particular significant value within the categories defined. The application has also been identified as a capacity site in the 2019 Strategic Housing Land Availability Assessment (SHLAA) as a capacity site (Reference Mile_Cap_031). The Council has therefore identified the site as having potential for future new housing development subject to assessment via the planning process. The development of the site would contribute positively towards the supply of housing to meet national and city wide targets and increase the provision of affordable, social housing and diversity of tenure in accordance with Chapter 5 of the NPPF and Manchester Core Strategy policies H4 and H1.

It is therefore considered that the principle of development on the site is acceptable subject to the consideration of the following material considerations as impacts of the proposed development: Affordable Housing, Residential Amenity, Space Standards, Accessibility, Siting, Scale, Height and Massing Design, Crime and Security, Boundary Treatment, Highways and Car Parking, Electric Vehicle Charging, Construction Management, Waste, Cycle Storage, Noise and Disturbance, Air Quality, Ground Conditions, Flood Risk and Drainage, Landscaping and Ecology.

Affordable Housing

Policy H8 of the Manchester Core Strategy establishes that new development should contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership, or provide an equivalent financial contribution.

The Scheme will be brought forward by The Guinness Partnership, a Registered Provider of Social Housing who are one of the largest affordable housing and care providers in the country, with over 60,000 homes including over 4,224 homes in Manchester. This particular proposal will provide 22 units comprising of 8 dwelling houses and 16 apartments and that will be 100% Social Rented Properties. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', whereby the City identifies that alongside a need for good quality, private housing, that, many more people now need affordable housing options due to the sharply increasing market rent prices.

The proposal will provide 100% social rented units however to ensure the scheme provides 20% (5 units in this instance) of affordable housing according to the definition of affordable housing in Annex 2 of the NPPF. The scheme is therefore in accordance with Core Strategy Policy H8.

Space Standards

The proposed development has been assessed against the criteria set out in the adopted Manchester Residential Quality Guidance. The design of the proposed house and apartment types would achieve the required internal floor space metres respectively which are as follows

- 7 no. 2bed 4 person house - 83sqm
- 1 no. 3bed 5 person house - 96sqm
- 8 no. 2bed 3 person apartment - 61sqm
- 8 no. 2bed 4person apartment 85.5sqm

The scheme is therefore is considered to provide a good standard of accommodation.

Residential Amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

The relationship of the proposed dwellings to the surrounding properties ensures that there would be no incidences of overlooking resulting in a loss of privacy. There are no existing houses on the west side of the site, the side elevations of the block 1 houses as well as the apartments would face an existing industrial building with associated scrap yard, therefore there are no impacts on existing residents with regards to overlooking, overbearing or overshadowing in relation to these proposed properties. The new semidetached houses would maintain a minimum distance from the rear elevations of block 2, of 12 metres, this is not considered to give rise to any significant overbearing or overshadowing impacts to the detriment of the residential amenity of future occupiers

Block 4 and the east side elevation of the proposed apartments would be sited adjacent to existing semidetached and terraced properties on Dob Brook Close. The rear elevations of the houses in block 4 would face the side elevation of existing property no. 38 Dob Brook Close which has one existing window at first floor in the side elevation. There are a number of proposed windows in the rear elevations of the properties on block 4 that faces this however as the rear gardens are sited between these elevation, there is an approximate 12 metre distance from existing house and therefore no significant impacts on the occupiers of the adjacent existing property with regards to overlooking, overshadowing or overbearing. There is a minimum distance of approximately 11 metres from the side elevations of the proposed apartments existing terraces on Dob Brook Close. There are no proposed windows in the side elevations of the apartments and therefore no concerns with regards to overlooking, the 11

metres distance is considered sufficient to mitigate against any potential overshadowing impacts.

The introduction of the 24 new homes at the site, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site and the location close to both Busy A road Oldham road and Existing scrap yard to the west.

Accessibility

The topography of the site is relatively flat and access to houses would be paved to provide firm, stable and even surfaces. All the houses and ground floor apartments will be accessible in line with Approved Document M and the principles of Building for Life 12 (QS working with the Topography). The 10 duplex units above the ground floor apartments are accessed via staircase from street level. Staircases will be fully DDA compliant (Disability Discrimination Act 1995). Houses will have an accessible WC at ground floor. All apartments and duplexes will have accessible bathrooms at entrance storey level and will have wide doorways, fully compliant with Approved Document Part M and in therefore be in accordance with Core Strategy Policy DM1.

Siting Scale, Height and Massing

The front elevations of all proposed dwellings would face towards existing streets of Dob Brook Close and the proposed new cul-de-sac. It is therefore considered that the development would have a strong and cohesive relationship to the street scene. Natural surveillance would be provided via windows to kitchens and bedrooms fronting the existing street and windows in the side elevations of those dwellings on the southern edge of Dob Brook Close and the overall configuration is considered to be appropriately related to the existing neighbouring housing, and the street scene. The surrounding area is largely two storey terraced and semi-detached dwelling houses with the proposed new houses would be in line with the height and scale that is characteristic of the surrounding area. The proposed apartments whilst not houses would form one single terrace with two storeys and therefore would be in line with the height and scale with the surrounding residential properties. Each proposed house would have similar window designs and proportions as well as front boundary treatments which give the scheme a sense of identity and cohesiveness.

The southern elevations of the proposed apartments face onto the canal, the design of these elevations is considered to optimise the canal as an asset., these elevations have a number of windows and patio doors at ground level as well as balconies and second floor terraces within pitched roof dormers which punctuate the roofscape, which give a distinct character and to this particular part of the development.

The application is therefore considered to be in accordance with Core Strategy Policies EN1 and DM1, along with the Guide to Development in Manchester SPD and the Residential Quality Guide.

Design

The design of the proposed houses would incorporate active frontages to the southern edge of Dob Brook Close using front doors, projecting bays/porches, canopies and generous glazing, where appropriate. Pitched gables will create a presence and scale, adjacent to the existing 'factory wall' and will provide a focus to the vista when approaching the site along Rothwell

Street. Fenestration is generally arranged with a vertical emphasis to give order, rhythm and a 'domestic' feel to the street elevations. Within the overall order and consistency of form and materials, the character and identity of each individual home is legible through 'own front doors', canopies, fenestration patterns and distinct brickwork detailing.

Similarly, the north facing elevations of the apartments are composed with fenestration and detailing to give a vertical emphasis and to help the overall terrace to be read as a series of 'villas'. Individual homes are again expressed within whole building by own front doors, projecting bays and brickwork detailing. The overall proposed design is considered to be acceptable and in accordance with Core Strategy Policies DM1 and SP1.

Crime and Security

A Crime Impact Statement (CIS), prepared by Design for Security at Greater Manchester Police has been submitted and recommendations to deter crime and improve the security of the development have been incorporated to the submitted plans. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by Design Accreditation is achieved for development. The scheme is therefore in accordance with Chapter 8 of the NPPF and Core Strategy Policy DM1.

Carbon Reduction, Climate Change Mitigation and Sustainability

The applicant has submitted a comprehensive energy statement that indicates that the development would seek to achieve 'PassivHaus' accreditation, involving enhanced building fabric, Enhanced air tightness and specialist thermal bridging, efficient extract ventilation system, Heating and hot water will be provided a highly efficient gas combi boiler & controls and efficient lighting strategy primarily using CFL or LED type fittings. The proposed measures would ensure the proposed houses would achieve a further 11.3% reduction from Part L1 of the 2016 Building Regulations for Co2 emissions rate.

It is considered that the development can deliver houses with a high environmental performance and thereby achieve a low level emission of CO2 and therefore ensure the development would be environmentally sustainable. Furthermore, the landscaping plans indicate a net gain of trees across the site and the applicant has indicated that all properties will be wired to facilitate the future charging of electric vehicles. A condition has been included to ensure that these charging points are delivered as part of the development. The development is therefore considered to be in accordance with Core Strategy Policies EN4

Boundary Treatment

There are a mix of proposed boundary treatments across the site, to the northern portion of the site, the boundaries facing the existing street would be; low masonry walls (450cm) metal railings (750cm) and gates with planting to front gardens, separating front gardens would be a mix of the same wall and railings along with hedgerow. Separating rear gardens would be a 1.5 metre timber fence with a 0.3 metre trellis and the rear boundaries of the gardens which back on to the existing properties on Dob Brook Close would have a 1.8 metre timber fence and 0.3 metre trellis. The rear boundaries of the apartments facing onto the canal would have a 1.2metre railing.

During the consideration of the application, the boundary treatment to the rear of Block 4 were amended due to potential overbearing impacts to the front garden of no. 38 Dob Brook Close. The proposed 1.8 metre fence and 0.3 metre trellis was stepped away from this boundary by approximately 1 metre leaving the existing boundary treatment in place.

On balance, it is considered that the proposed boundary treatments would enhance the appearance of the development site, define public and private spaces and suitably enhance the security of the development.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid front additional extensions or outbuildings being erected without an assessment of their impact.

Highways and Car Parking

Highways were consulted during the consideration of the application and accept that the addition of 24 residential dwellings is unlikely to generate any significant highway impact on the network and be absorbed on the existing highway network with no capacity or safety concerns. The site is located in a sustainable location within North Manchester. There are several bus services routed close by as well as a tram stop within 10 minutes walking distance.

100% in-curtilage car parking is shown for each property, accessed from Dob Brook Close and the new estate road which would meet the City Council minimum space requirements of 3.0m x 6.0m to ensure that vehicles / pedestrians do not impact on the adopted highway.

During the consideration of the application, further information was requested with regards to a swept path drawing to demonstrate that the necessary vehicle manoeuvres can be undertaken for waste collection and servicing requirements, which highways have accepted. This however is reliant on the new road being kept clear of parked vehicles and therefore, parking controls will be required on the new estate road which is proposed to be secured through condition as well as footway resurfacing on part of Dob Brook Close. These measures would mitigate against any impacts caused by development on the surrounding highway.

In terms of bin accommodation, external communal storage is being provided for the apartments with individual bins for each of the houses which is acceptable to Highways. The pedestrian access arrangements are acceptable from a highway perspective as are the boundary treatment proposals.

The proposed development is therefore considered to be in accordance with Core Strategy Policy T1 and DM1.

Construction Management

The work would take place close to existing dwellings and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition is recommended which would require the submission of highways management plan and details of use of machinery, site management and waste management. Part of the development is also close to the Rochdale Canal and therefore the construction management condition will require measures to be submitted to protect the canal during construction works.

Providing the inclusion of the construction management condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Waste

The applicant has submitted a Waste management strategy which has been reviewed by Environmental Health who have requested additional information with regards to the following:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

A pre-commencement condition is therefore recommended to ensure the development secures appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

The applicant has indicated that the proposed apartments would incorporate a secured bicycle storage that would be accessible from the street and provide 100% cycle storage. No information with regards to cycle storage for the dwellinghouse has been submitted, therefore a pre-commencement condition has been proposed to ensure these details are submitted and agreed, thereby contributing to the provision of sustainable transportation options in accordance with Manchester Core Strategy Policies T1, EN4 and EN8.

Noise and Disturbance

A scrap yard is located immediately to the west of the site which is likely to produce background noise along with nearby major roads such as Oldham road, a busy A road. A noise assessment has been submitted alongside the application and environmental health have reviewed and raised concerns that the scrap yard did not produce any significant data during the recordings, further confirmation is needed why this is and likely noise in the future should be discussed as well as further details regarding windows and mechanical ventilation

A pre-commencement condition is therefore recommended to address the above issues and provide a scheme for acoustically insulating the proposed residential accommodation against noise from Oldham road and the scrap yard for which the applicant has agreed. The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to this condition.

Air Quality

An Air Quality assessment has been submitted alongside the application. The assessment found the construction period as the most likely source of air pollution and that there is a potential for exposure of future residents to poor air quality and vehicles travelling to and from the proposals to increase pollution levels in this sensitive area.

The implementation of development in accordance with a construction management plan, as required by condition, is considered to be satisfactory with regards to air quality control during the construction period reducing potential harmful impacts to surrounding existing residents. The assessment also recognises the potential for exposure of future residents to poor air quality and vehicles travelling to and from the proposals to increase pollution levels in this sensitive area.

A pre-occupation condition will be included to ensure the delivery of electric vehicle charging points for each property to an agreed specification in order to encourage use of more sustainable modes of transport i.e. electric vehicles and reduce impacts on local air quality from petrol/diesel fuelled cars.

The Environmental Protection Section has reviewed the submitted Air Quality and is broadly in agreement with the recommendations. The proposed development is therefore considered to be in accordance with Policies EN16, SP1 and DM1 of the Core Strategy.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments.

The initial phase 1 site investigation report has been considered by Environmental Health and found to be adequate.

They have recommended that further consideration should be given to including a site investigation, final risk assessment and remediation strategy, for which the applicant has agreed to a pre commencement condition.

Flood Risk and Drainage

The applicant has agreed to two pre-commencement conditions relating to the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14.

Canal

The proposed apartments on the south side of development are sited adjacent to the Rochdale Canal. The canal and river trust has been consulted during the application with regards to Design and Layout, Ecology, Surface water and foul drainage and Fishing Rights.

The canal and river trust are satisfied that the structural integrity of the canal is not put at risk as part of any development proposal, including excavations for foundations as the proposed development is sited 5 metres away from the canal edge. The trust have recommended a CEMP condition to safeguard the waterway infrastructure throughout the construction process. The design, drainage and ecological issues are addressed in the relevant sections of the report.

Landscaping

The submitted plans show the removal of a total of 9 trees, retention of 1 and the planting of 14 new trees. All the trees to be removed have been categorised in Class C within the tree age and conditioning survey which is considered to be of the lowest value in terms of arboricultural values, landscape values and cultural and conservation value.

The proposed tree planting schedule will give a greater diversity of age class on the site; increasing sustainability as well as provide a greater diversity of species and therefore wildlife habitat and improve the overall biodiversity of the site.

The landscaping plans also show ornamental hedge and scrub planting with front gardens which is considered to contribute positively to the visual amenity of the area. A condition has been recommended to ensure that the submitted landscaping scheme is implemented as part of the development no later than 12 months after the commencement of works. It is considered that the proposed landscaping scheme would improve the quality of the development and the

visual amenity of the area in accordance with Manchester Core Strategy policies SP1, EN9 and DM1.

Ecology

An ecological survey was submitted as part of the development which was reviewed by the Greater Manchester Ecology Unit and no significant ecological issues were identified.

The Report appears to have used reasonable effort to survey the habitats on site and make an assessment of their suitability to support protected/species of principal concern. The report recognises the Rochdale SSSI (Site of Special Scientific Interest) and SAC (Special Area of Conservation) is 750m upstream of the application site. The Report concludes therefore that it is highly unlikely that there will be any impacts on the designated features of interest of the SSSI/SAC.

The proposal does not fall within the Natural England SSSI Impact Risk Zone criteria and consequently there is no need to consult Natural England or undertake an Appropriate Assessment as the proposal can be screened out of the Habitats Regulations (2017) process.

The Report concludes that the site supports habitats within the site are of only local and in part limited value to biodiversity. A condition is recommended to ensure no vegetation clearance including trees, shrubs and undergrowth (eg bramble) is carried out during bird nesting season (March - August inclusive).

The Report (section 4.2) makes recommendations in respect of biodiversity enhancement as guided by the NPPF and the Landscape GA Plan indicates that these enhancement measures will be adhered to, but does not specify how many will be used or show the locations for the erection of the bird and bat boxes, the additional detail will be required by condition.

The invasive Species Japanese knotweed was found on site and a condition will be added to ensure a method statement detailing eradication and/or control and/or avoidance measures for Japanese Knotweed is agreed prior to any vegetation clearance.

A condition is recommended to ensure that the external lighting scheme is wildlife sensitive and where necessary uses timed switches or motion sensors. It is therefore considered that the development presents opportunities for bio-diversity enhancement subject to the relevant conditions in accordance with Core Strategy Policy EN15.

Conclusion

Overall the development is considered to be acceptable as it would contribute positively towards the supply of housing to meet targets and increase the provision of affordable housing. It is considered that the quality of design and the internal space is satisfactory. Any potentially harmful impacts of the development on residential amenity, highways, ecology has been either addressed or mitigated through the submitted details or appropriate conditions.

Human Rights Act 1998 considerations

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

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

Recommendation:

Article 35 Declaration

In this case, 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. The applicant's agent engaged in pre-application discussions with officers thereby ensuring the application was submitted with satisfactory information that has allowed the planning application to be assessed without further negotiation. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area and would be capable of achieving a high quality development in accordance with Core Strategy Policies DM1 and SP1.

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

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

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

2) The development hereby approved shall be carried out in accordance with the following drawings and documents (references to be included) and stamped as received by the City Council on: 19 February 2020, 05 March 2020, and 01 June 2020:

Planning application forms;
Drawings Referenced:

1011
1012
1013
1014
1015
1016
1017
1040
1002
1003
1040

Landscape GA

Detailed Landscaping Proposals
Site Plan Topographical Survey
Arboricultural Implications Assessment ref. TRE/DBC

- Energy statement Ref: Z37220.1 dated 03 March 2020
- Affordable housing statement, Dob Brook Close, Newton Heath Manchester M40 1DB
- Air Quality Assessment ref. 30817-SRL-RP-YQ-01-P01
- Ecological Assessment Report dated 3rd July 2019
- Crime Impact Statement ref. 2020/0097/CIS/01
- Acoustic Report ref. 30817-SRL-RP-YA-001-S3-P1
- Knotweed Management Plan Remediation Report ref. JKLE16694
- Storm Sewer Design prepared by WML Consulting Ltd dated Feb 20
- Drainage Strategy Plan
- Phase 1 Desk Study and Preliminary Geoenvironmental Assessment Report Reference: 8948G-WML-00-XX-RP-G-0001
- Ground Gas Risk Assessment Ref: 8948G/TPB/SCS
- Phase 2 Geo-environmental Investigation and Assessment Report Reference: 8948G-WML-00-XX RP-G-0002

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

3) Prior to the commencement of development, samples and specifications of all materials to be used on all external elevations of the development, external surfaces and boundary treatment shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, as specified in policies SP1, EN1 and DM1 of the Core Strategy for the City of Manchester.

4) The windows reveals shall be carried out in accordance with drawing ref. 1040 stamped as received by the City Council, as Local Planning Authority on the 19 February 2020. For the avoidance of doubt the window reveal should be minimum 175mm deep.

Reason - In the interest of visual amenity pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

5) 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 windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

1011
1012
1013
1014
1015
1016
1017

1040
1002
1003 Rev A dated 01 June 2020
1040

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

6) 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 garages, extensions, roof alterations, porches or outbuildings shall be erected other than those expressly authorised by this permission.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

7) The proposed development should be designed and constructed in accordance with the recommendations contained within section 3.3 of document referenced: Crime Impact Statement Reference: 2020/0097/CIS/01 VERSION A: dated 02 March 2020. The development shall only be carried out in accordance with these approved details and prior to the first occupation of the development written confirmation of that 'Secured by Design' accreditation has been achieved shall be submitted for approval in writing by the City Council as Local Planning Authority

Reason - To reduce the risk of crime pursuant to policies SP1, EN1 and DM1 of the Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

8) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which where appropriate shall include:

- The routing of construction traffic;
- Detail the vehicular activity associated with the construction including appropriate swept-path assessment;
- Details of the location and arrangements for contractor parking;
- The identification of the vehicular access points into the site;
- Identify measures to control dust and mud including on the surrounding public highway including: details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site
- Details of canal protection measures, including protective fencing along the waterway during construction, and the steps to be taken to prevent the discharge of silt-laden run-off, materials, dust, or any accidental spillages into the waterway (Rochdale Canal).
- Details of storage of excavated material
- Details of existing drains being identified and protected.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

9) Prior to the first occupation of the development hereby approved, full detailed designs (including specifications) of all highways works shall be submitted to and approved in writing by the City Council as Local Planning Authority. For the avoidance of doubt this shall include:

- Parking controls through a Traffic Regulation Order on the new estate road
- Footway resurfacing for the development perimeter on the south side of Dob Brook Close

The development shall be implemented in accordance with the approved details and be in place prior to any residential property within the development being first occupied.

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

10) Prior to the commencement of the development a scheme for the storage and disposal of refuse, shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

For the avoidance of doubt, the Waste Management Strategy shall include:

- Estimated volumes and types of waste produced by the development;
- Details of internal and external stores for both waste and recycling, including any plans and designs;
- Location of the proposed collection point and details of the route the collection vehicle will take;
- Details of how waste will be transferred between stores and to the collection location; and
- Details of number and capacity of bins proposed and collection frequency.

Reason - In the interests of amenity and public health pursuant to Policy DM1 and SP1 of Manchester's Local Development Framework: The Manchester Core Strategy.

11) Before the occupation of the development, car parking areas shown on drawing Site Plan Boundary Treatments ref. 1003 Rev A received via email by the City Council as LPA on 01 June 2020, shall be surfaced and made available for use. The car parking spaces shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

12) Prior to the commencement of development, a surface water drainage scheme shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt this shall include:

- Evidence that the SuDS Hierarchy has been followed, e.g. consideration of Discharge into Rochdale Canal.
- Consideration of alternative green SuDS solution if practicable;
- Details of surface water attenuation that offers a reduction in surface water runoff rate to greenfield runoff rates;

-Runoff volume in the 1 in 100 year, 6 hours rainfall shall be constrained to a value as close as is reasonable practicable to the greenfield runoff volume for the same event, but never to exceed the runoff volume from the development site prior to redevelopment;

-Evidence that the drainage system has been designed (unless an area is designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for climate change in any part of a building;

-Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site;

-Hydraulic calculation of the proposed drainage system;

-Construction details of flow control and SuDS elements.

The approved drainage scheme shall be implemented and thereafter retained and maintained.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

13) Prior to the first occupation of the development details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted to and for approval by the City Council as local planning authority.

For the avoidance of doubt this 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.

The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies EN8 and EN14 of the Core Strategy for the City of Manchester and the guidance within the National Planning Policy Framework.

14) Before the development commences a scheme for acoustically insulating the residential accommodation against noise from Oldham Road, the nearby scrap yard or otherwise noise generating uses shall be submitted to and approved in writing by the City Council as local planning authority. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

Reason - To secure a reduction in noise from Oldham Road or otherwise noise generating uses in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy

15) Upon completion of the development and before first occupation of the development, a verification report shall be submitted for approval in writing to the City Council as Local Planning Authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic 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. The additional mitigation measures shall be implemented within a timescale to be agreed with the City Council as Local Planning Authority.

Reason - To secure a reduction in noise from Oldham Road or otherwise noise generating uses in order to protect future residents from noise nuisance, pursuant to policies SP1, H1 and DM1 of the Core Strategy

16) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to for approval in writing by the City Council as local planning authority.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted for approval in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out and before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to for approval in writing by the City Council as local planning authority.

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 EN18 of the Unitary Development Plan for the City of Manchester.

17) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted for approval in writing by the City Council as Local Planning Authority prior to the first occupation of the development hereby approved.

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 Core Strategy.

18) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units 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 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

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

19) Prior to the first occupation of the development hereby approved, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

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

20) Before the occupation of the development, a scheme shall be submitted to and approved in writing by the City Council as Local Planning Authority relating to the provision, position and specification of 7kW electric vehicle charging points to each property. The development shall be fully implemented in accordance with the approved scheme prior to the occupation of the authorised development and maintained in situ thereafter. For the avoidance of doubt this shall include a fast charging point for each dwelling.

Reason - In the interests of residential amenity and to contribute to the reduction of carbon emissions and improve air quality pursuant to policies SP1, EN16 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

21) The development hereby approved shall be carried out in accordance with the submitted Energy statement Ref: Z37220.1 dated 03 March 2020 and stamped as received by the City Council, as Local Planning Authority, on 05 March 2020. For the avoidance of doubt this shall achieve a minimum of 11.3% reduction from Part L1 of the 2016 Building Regulations for Co2 emissions rate.

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1, T2, EN4, EN8 and DM1 of the Core Strategy for the City of Manchester and the

principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

22) Prior to the first occupation of the development the Boundary Treatment shall be implemented in accordance with the approved plans drawing ref Site Plan Boundary Treatments no. 1003 Rev A received via email by the City Council as LPA on 01 June 2020 and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

23) The hard and soft landscaping scheme approved by the City Council as local planning authority shown on the approved plans ref. Detailed Landscaping Proposals and Site Plan Topographical Survey and stamped and received by the City Council 19 February 2020 , shall be implemented prior to the first occupation of the development hereby approved. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

24) All tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

25) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

(b) If any retained tree is removed, uprooted or destroyed or dies, another tree shall be planted at the same place and that tree shall be of such size and species, and shall be planted at such time, as may be specified in writing by the local planning authority.

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site. Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy.

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

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

27) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by 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) the dwelling houses hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety consecutive nights) and for no other purpose (including any other purpose in Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; 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

28) Notwithstanding the submitted information, prior to the first occupation of the development, the siting, scale and appearance of a suitable cycle store for each dwelling shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented prior to the first occupation of the development and thereafter retained and maintained in situ.

Reason - In the interests of residential amenity and to encourage the adoption of sustainable transportation options, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

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

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

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

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

31) Prior to the commencement of the development, a scheme for the provision of affordable housing as part of the development has been submitted for approval in writing by the City Council, as Local Planning Authority. The affordable housing shall be provided in accordance with the approved scheme and shall meet the definition of affordable housing in Annex 2 of the NPPF (or any future guidance that replaces it). The scheme shall include:

- i. the numbers, type, tenure and location on the site of the affordable housing provision to be made which shall consist of not less than 20% of the dwellinghouses;
- ii. the timing of the construction of the affordable housing;
- iii. the arrangements to ensure that such provision is affordable for both first and subsequent occupiers of the affordable housing; and
- iv. the occupancy criteria to be used for determining the identity of occupiers of the affordable housing and the means by which such occupancy criteria shall be enforced

The affordable housing scheme shall be implemented as part of the development and thereafter retained in perpetuity for as long as the development remains in use.

Reason - In order to provide affordable housing at the site in accordance with policy H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

32) Prior to any vegetation clearance, an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of Japanese Knotweed on site. The measures shall be carried out strictly in accordance with the approved scheme.

Reason - To prevent the spread of Japanese Knotweed, which has been found on part of the site in accordance with the Wildlife and Countryside Act 1981.

33) 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, or as may be otherwise agreed in writing by the City Council as local planning authority. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of the development hereby approved. 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 in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

Informatives

0) The applicant/developer is advised to contact The Third Party Works Team on 01782 779909 in order to ensure that any necessary consents are obtained and that the works comply with the Canal & River Trust "Code of Practice for Works affecting the Canal & River Trust"

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

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax, F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

With regards to the acoustic report by SRL dated Jan 20, ref: 30817-SRL-RP-YA-001-S3- P1, there are concerns that the scrap yard did not produce any significant data during therecordings, further confirmation is needed why this is and likely noise in the future should be discussed.

The report should document, which windows can open and show dB levels inside these rooms, and which rooms will need mechanical ventilation. The mechanical ventilation should be detailed. Regarding the LAMAX, more data is needed to show that this will not exceed 15 occasions

There is not very much data provided and only 10 min recordings were taken, justification is needed for this and it maybe that more data is required.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
United Utilities Water PLC
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
Greater Manchester Ecology Unit
Oldham Metropolitan Borough Council
Canal & River Trust
Natural England

Ebenezer Baptist Church, Linwood Street, Manchester, M40 1EZ

64 Dob Brook Close, Manchester, M40 1DB

62 Dob Brook Close, Manchester, M40 1DB

60 Dob Brook Close, Manchester, M40 1DB

54 Dob Brook Close, Manchester, M40 1DB

50 Dob Brook Close, Manchester, M40 1DB

44 Dob Brook Close, Manchester, M40 1DB

39 Dob Brook Close, Manchester, M40 1DB

37 Dob Brook Close, Manchester, M40 1DB

31 Dob Brook Close, Manchester, M40 1DB

29 Dob Brook Close, Manchester, M40 1DB

10 Risbury Walk, Manchester, M40 1HN

6 Risbury Walk, Manchester, M40 1HN

1410 Oldham Road, Manchester, M40 1EZ

1406 Oldham Road, Manchester, M40 1EZ

1400 Oldham Road, Manchester, M40 1EZ

33 Dob Brook Close, Manchester, M40 1DB

1414 Oldham Road, Manchester, M40 1EZ

1370 Oldham Road, Manchester, M40 1EZ

MARTINS BAKERY, 3 Droylsden Road, Manchester, M40 1AA

FARMFOODS, 1 Droylsden Road, Manchester, M40 1AA

Hygrade Motor Salvage, Rothwell Street, Manchester, M40 1EL

Top Flat, 1416 Oldham Road, Manchester, M40 1EZ

First Floor Flat, 1402 Oldham Road, Manchester, M40 1EZ

Ground Floor Flat, 1402 Oldham Road, Manchester, M40 1EZ

12 Risbury Walk, Manchester, M40 1HN

4 Winnall Walk, Manchester, M40 1HL

15 Dob Brook Close, Manchester, M40 1DB

9 Dob Brook Close, Manchester, M40 1DB

3 Dob Brook Close, Manchester, M40 1DB

68 Dob Brook Close, Manchester, M40 1DB

56 Dob Brook Close, Manchester, M40 1DB

25 Dob Brook Close, Manchester, M40 1DB

1398 Oldham Road, Manchester, M40 1EZ

7 Brimfield Walk, Manchester, M40 1HX

12 Brimfield Walk, Manchester, M40 1HX

1 Brimfield Walk, Manchester, M40 1HX

Flat 2, 1412 Oldham Road, Manchester, M40 1EZ
Flat 1, 1412 Oldham Road, Manchester, M40 1EZ
8 Risbury Walk, Manchester, M40 1HN
4 Risbury Walk, Manchester, M40 1HN
2 Risbury Walk, Manchester, M40 1HN
6 Winnall Walk, Manchester, M40 1HL
2 Winnall Walk, Manchester, M40 1HL
13 Winnall Walk, Manchester, M40 1HL
11 Winnall Walk, Manchester, M40 1HL
9 Winnall Walk, Manchester, M40 1HL
1416 Oldham Road, Manchester, M40 1EZ
19 Dob Brook Close, Manchester, M40 1DB
17 Dob Brook Close, Manchester, M40 1DB
13 Dob Brook Close, Manchester, M40 1DB
11 Dob Brook Close, Manchester, M40 1DB
7 Dob Brook Close, Manchester, M40 1DB
5 Dob Brook Close, Manchester, M40 1DB
66 Dob Brook Close, Manchester, M40 1DB
58 Dob Brook Close, Manchester, M40 1DB
52 Dob Brook Close, Manchester, M40 1DB
48 Dob Brook Close, Manchester, M40 1DB
46 Dob Brook Close, Manchester, M40 1DB
42 Dob Brook Close, Manchester, M40 1DB
40 Dob Brook Close, Manchester, M40 1DB
38 Dob Brook Close, Manchester, M40 1DB
35 Dob Brook Close, Manchester, M40 1DB
27 Dob Brook Close, Manchester, M40 1DB
23 Dob Brook Close, Manchester, M40 1DB
21 Dob Brook Close, Manchester, M40 1DB
1408 Oldham Road, Manchester, M40 1EZ
1404 Oldham Road, Manchester, M40 1EZ
1396 Oldham Road, Manchester, M40 1EZ
9 Brimfield Walk, Manchester, M40 1HX
5 Brimfield Walk, Manchester, M40 1HX
3 Brimfield Walk, Manchester, M40 1HX
14 Brimfield Walk, Manchester, M40 1HX
11 Brimfield Walk, Manchester, M40 1HX
10 Brimfield Walk, Manchester, M40 1HX

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Site of Biological Interest - Name: Rochdale Canal, Stott's Lane - Ducie Street Basin
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Area Team Boundary - Name: NORTH1