

Planning

Growth & Development

Delegated officer report for planning application

Application no. 141394/FO/2024
Date registered valid: 6 December 2024
Proposal: Erection of 39 no. dwellinghouses (Class C3) with associated access, landscaping and parking
Address: Land At Church Lane, Manchester, M9 4WH
Ward(s): Harpurhey Ward

Applicant: Mr Harrison, Built Development Ltd
Agent (if any): Mr Elliot Denby BTP Architects
Case officer: Steven McCoombe
Tel: 0161 234 4607
Email: steven.mccoombe@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 22 October 2025

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 16 January 2025

Standard consultations:

Printed: 17 December 2024

Expired: 10 January 2025

Neighbour notifications

Printed: 17 December 2024

Expired: 10 January 2025

Site notice

Posted: 16 January 2025 Expired: 6 February 2025

Press advert

Published: 24 December 2024

Expired: 7 January 2025

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to an irregular shaped area of land (0.95 hectares) bounded by Church Lane to the north, a residential development of bungalows along Thorntree Close to the west, a children's day nursery and residential properties along Glenwood Drive to the east and Moss Brook Road to the south. The northern section of the site was formerly occupied by Brook Villas, a residential development which has since been cleared.



Aerial view of application site (source: Google Maps)

The previously developed and vacant site primarily comprises grazing land and a number of dilapidated stable buildings. The remainder of the site consists of a mixture of rough grassland and areas of hardstanding. The south-western boundary is currently formed by a heavily overgrown bund.

The site currently slopes steeply from inside the south-eastern boundary and leads to an area of woodland adjacent to the site which forms part of the wider Moston Vale woodland. Beyond Moss Brook Road to the south are terraced residential streets and Manchester and Cheshire Dogs' Home.

The site can be accessed via the terminus of Glenwood Drive and from a redundant access off Church Lane which retains a vehicular crossover.

The site is included within the Manchester Brownfield Land Register 2019 and within Flood Zone 1. A Tree Preservation Order is in place for a single tree on the Church Lane frontage. The site is not in a conservation area and there are no listed buildings close by.



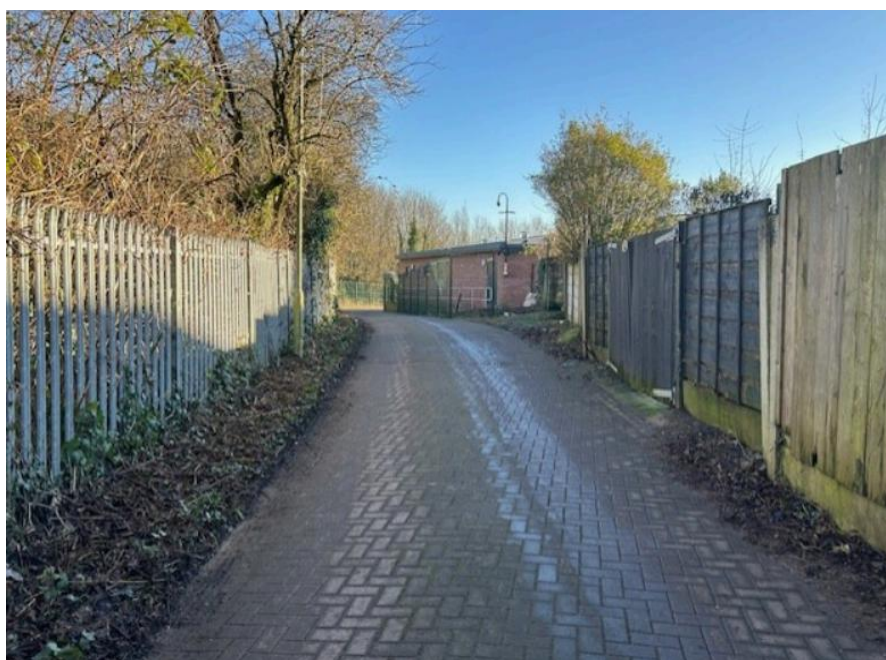
View of site looking north-west along Church Lane



View inside of site boundary of existing stable and outbuildings



View inside of boundary looking towards Thorntree Close



View of part of rear boundary fence line along Moss Brook Rd

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: Yes

Description of area

The immediate area is predominantly residential in character, including a residential estate of bungalows for the aged to the west along Thorntree Close and 2-3 storey terraced and semi-detached dwellinghouses to the south along Moss Brook Road, to the north along Church Lane and to the east along Glenwood drive.

On the opposite side of Church Lane to the north is a small corner shop and to the east is a day nursery and pre-school with associated play area (Georgie Porgie's) and sub-station.

To the south-eastern corner of the site, is Manchester and Cheshire Dogs' Home and the north-western fringe of Moston Vale woodland and park area.

Description of development

Planning permission is sought for the erection of 34 x 2 storey dwellinghouses and 5 bungalows (39 in total) to be offered on an affordable basis.



Proposed site layout

The site is to be accessed off Church Lane with a new access road serving bungalows to the western part of the site and the two storey properties along the southern boundary facing rearwards towards Moss Brook Road and two rows of properties to the eastern part of the site.

Each property is supported by an off-road parking space and front and rear garden areas. Shared surface zones serve the terminuses of the internal access road. The wider site incorporates area of soft landscaping, retained woodland and tree planting.

Consultations & Notification Responses

Local Residents/Occupiers – 2 objections have been received from neighbouring occupiers. Concerns are raised in relation to the disruption to local wildlife, the use of Glenwood drive for plant vehicles, the spread of Japanese Knotweed, contamination from the soil and the overlooking from the proposed bungalows to the neighbouring properties along Thorntree Close.

Environmental Health – No objection. Conditions are requested in relation to construction management, air quality, the remediation of ground conditions, waste management and acoustic insulation.

Greater Manchester Ecology Unit (GMEU) – The submitted Ecological Impact Assessment provides robust information, with potential hedgehogs and nesting birds being the main constraints to the proposed development. Alongside the mitigation and enhancement measures within the report, GMEU also recommend a pre-works badger walkover and Reasonable Avoidance Measures (RAMs) for reptiles and common amphibians, to include sensitive vegetation clearance such as a two-stage cut.

As per the Ecological Impact Assessment, both Japanese knotweed and Himalayan balsam are present onsite, covering quite significant areas. Both species are listed under Schedule 9 of the Wildlife and Countryside Act 1981 (as amended), making it an offence to allow the plants to spread offsite. An INNS Management Plan must be produced to ensure sensitive and appropriate removal of these plants.

A condition is required for all works to be carried out outside the peak bird nesting season unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared.

Given the scale of the proposed development and the significant habitat unit gains required, a Biodiversity Gain Plan should be provided to evidence how the development will achieve a minimum 10% net gain in biodiversity, including the intended offsite provider. This is required so that GMEU can be confident that the BNG units can be secured and BNG condition can be discharged.

This is required as the current deficit is 6.59 units which is considered to be significant and GMEU must be confident that the units can be secured. There is a shortfall in medium distinctiveness habitats such as other neutral grassland, scrub, urban trees and broadleaved woodland, and therefore these are required to be obtained to achieve a minimum 10% BNG. We would expect to see that the applicant has communicated with potential habitat banks that can provide the required units and to show that these units are available to purchase. Evidence should be provided to GMEU prior to determination.

Strategic Housing - In terms of general tenure they would like to see social rented homes but would also consider some of the properties under shared ownership. There is a preference for some of the larger properties to be in a social rented tenure and they would prefer to see 2 bed 4 person homes instead of 2 bed 3 person and 3 bed 5/6 person in place of 3 bed 4 person homes. The addition of bungalows on the site is welcomed. They would like to see some of these delivered as M4(3) wheelchair accessible units. For a fully affordable scheme they would expect to see a Registered Provider attached to the scheme to be confident of ultimate delivery.

Green Space (Arboriculture) - The most prominent tree on the site is T6 - Horse Chestnut, and whilst the tree has been listed as C1, this tree needs to be adequately protected during development. Any necessary height clearances for vehicles or machinery, should be expressed by the applicant before planning permission is given. The rest of the site consists of moderate quality trees with collective amenity value, but no individual stand-out specimens worthy of TPO status. Due to this, efforts should be focused to ensure that the mitigation planting proposals would improve the site in the long term. The mitigation planting proposals would be considered adequate for a site of this design.

The partial removal of the wooded area is not supported. There is no reason to destroy an existing wooded area just to create what appears to be a communal lawned area.

Flood Risk Management

Following an initial objection to the proposal due to records indicating a culverted ordinary watercourse beneath the site, further investigation in the form of CCTV surveys and trial pits has revealed that no culvert has been detected. Comments are provided in relation to minimum easement standards and land drainage consent approval, as well as conditions recommended in relation to surface water drainage and subsequent maintenance.

United Utilities

All developments should include sustainable drainage systems to help manage surface water and to offer new opportunities for wildlife to flourish.

Information is provided in relation to their assets and infrastructure and development in proximity to wastewater pipelines.

Highway Services – The following comments are made:

Trip Generation

The submitted Transport Statement shows that the proposal would not generate a significant level of vehicular movements. As such, no further trip generation/operational assessments are necessary.

Site Accessibility

The site is located in an accessible location with various bus stops operating within walking distance of the site along Church Lane.

Parking

One driveway parking space is proposed for each dwelling and adequate justification is provided for this provision.

Any excessively long driveways should be redesigned to discourage partial parking of a second car which may result in overhanging onto the adjacent footway. The driveways should comfortably accommodate either one or two cars.

Submitted boundary treatment plans demonstrate that fencing in the vicinity of each driveway would not exceed 600mm. Adequate levels of pedestrian and vehicle visibility from driveways would therefore be provided.

Cycle Parking

Sheltered and secure cycle parking provision at a rate of 1 space per dwelling is required.

Access and Highway Works

A new priority bell-mouth junction is proposed at Church Lane together with construction of a new residential access road.

Plans show provision of a 5.5m carriageway, 2m footways and 6m junction radii (at the site access) which is considered acceptable in principle. It is requested that the highways works include the following:

- Provision of dropped-kerbs and tactile parking at the site access and internal to the site to aid pedestrian movement;
- Implementation of double-yellow waiting restrictions at the new site access to protect junction visibility;
- Provision of on-site traffic calming measures and 20mph TRO;
- Footway reinstatement and footway/carriageway resurfacing in the vicinity of the site along Church Lane;
- Appropriate tie-in with the adjacent nursery access directly to the east of the access;
- Provision of dropped-kerbs and tactile paving at nearby local junctions to aid pedestrian and
- The site access and internal residential access road should be subject to a swept path assessment for a 11.5m MCC refuse vehicle.

The applicant will be required to enter into Section 278/Section 38 Agreement for the agreed highway alterations/newly adopted highway which will require agreement/technical approval.

Waste Management

Dedicated bin storage areas are provided within the curtilage of each property and residents would be responsible for placing bins at the back of footway on collection day. Bin presentation areas should be provided as part of the proposals to accommodate bins located at plots accessed from the proposed shared driveways

An updated site layout plan has been submitted which shows provision of a turning area on the shared driveway adjacent to Plot 11. A swept-path assessment has also been submitted which demonstrates that a car can manoeuvre within this area to enable egress in forward gear. This is considered acceptable.

Further updated plans show dedicated bin presentation areas to serve the dwellings accessed from shared private driveways. This is considered acceptable by Highways on the basis that the bin presentation areas are privately maintained.

Travel Plan

A Travel Plan is required and should be conditioned as part of any approval.

Construction Management

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Planning History

076317/FO/2005/N1

Erection of 3 storey building comprising 25 apartments with associated parking and landscaping. *Approved 6 June 2006.*

070112/FO/2003/N1

Erection of building (max. 4 storey) comprising a total of 21 self-contained residential units. Provision of 18 no. car parking spaces and amenity space. *Approved 29 June 2004.*

052563/FO/NORTH2/97

Change of use from dwelling to Children's Nursery. *Approved 27 November 1997.*

35710

Erection of 20 aged persons bungalows and one warden's office on vacant land. Approved 22 February 1990.

026762

CITY COUNCIL DEVELOPMENT Reclamation of derelict land for public open space. *Approved 25 June 1986.*

020963

Erection of stables. *Approved 4 April 1984.*

F01088

Erection of pre-fabricated building to form scout headquarters after demolition of existing. *Approved 2 August 1984.*

F10342

Erection of a replacement Scout Building. *Approved 6 March 1979.*

F02995

Erection of new offices, motor car showroom and service bays with flat over and use of existing showroom as motorists shop. *Approved 30 July 1975.*

Policy

Local Development Framework

The principal document within the framework is the Manchester Core Strategy which sets out the spatial vision for the City and includes strategic policies for development during the period 2012 – 2027.

'The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. It is the key document in Manchester's Local Development Framework. The Core Strategy replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must therefore be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents.'

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle) refers to the key spatial principles which will guide the strategic development of Manchester together with core development principles. It is stated that developments in all parts of the city should create well designed places which enhance or create character, make a positive contribution to the health, safety and well-being of residents, consider the needs of all members of the community and protect and enhance the built environment. Further, development should seek to minimise emissions, ensure the efficient use of natural resources, reuse previously developed land wherever possible, improve access to jobs, services and open space and provide good access to sustainable transport provision.

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

Policy H2 (Strategic Housing Location) states that the key location for new residential development throughout the plan period will be within the area to the east and north of Manchester City Centre identified as a strategic location for new housing. Land assembly will be supported in this area to encourage the creation of large development sites or clusters of sites providing the potential for significant regeneration benefits.

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which

are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.

- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment-led development.

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H3 (North Manchester) – relates to new housing in north Manchester and states that over the lifetime of the Core Strategy, north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes, as well as along high frequency public transport routes.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

Policy EN1 (Design Principles and Strategic Character Areas) - All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the city should be fully realised, particularly on major radial and orbital road and rail routes.

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Policy EN4 (Reducing CO₂ Emissions by Enabling Low and Zero Carbon Development) concerns reducing CO₂ emissions and states that where possible, new development and retrofit projects must be located and designed in a manner that allows advantage to be taken of opportunities for low and zero carbon energy supplies. The use of building materials with low embodied carbon in new development and refurbishment schemes is also sought.

Policy EN9 (Green Infrastructure) - New development will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. Where the opportunity arises and in with current Green Infrastructure Strategies the Council will encourage developers to enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. Where the benefits of a proposed development are considered to outweigh the loss of an existing element of green infrastructure, the developer will be required to demonstrate how this loss will be mitigated in terms of quantity, quality, function and future management.

Policy EN10 (Safeguarding Open Space and Recreation Facilities) - The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be supported that: improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces,

increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people Proposals on existing open spaces and sport and recreation facilities will only be permitted where: Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or The development will be ancillary to the open space, sport or recreation facility and complement the use or character

Policy EN14 (Flood Risk) – refers to flood risk and amongst other issues states that all new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of green infrastructure.

Policy EN16 (Air Quality) – states that 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. 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 EN17 (Water Quality) states that developments should minimise surface water run-off and minimise ground contamination into the watercourse construction.

Policy EN18 (Contaminated Land and Ground Stability) - The Council will give priority for the remediation of contaminated land to strategic locations as identified within this document. Any proposal for development of contaminated land must be accompanied by a health risk assessment.

Policy EN19 (Waste) 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.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy.

Unitary Development Plan for the City of Manchester, 1995 (Saved Policies)

The below saved policies of the Unitary Development Plan are also considered relevant:

Policy DC7.1 (New Housing Development) state that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disable people, including those that use wheelchairs wherever this is practicable.

Policy HC14 (Leisure and Recreation) states that the Council will maintain and enhance the line of Moston Brook as a recreational open space, especially around:- a) the Monsall Urban Renewal Area; b) Ravine Avenue. Reason

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration

will be given to the effect of new development proposals which are likely to be generators of noise.

The Places for Everyone Plan – This plan was adopted on 21 March 2024, as such the Plan and its policies are now a material planning consideration in the determination of planning applications.

The Plan and its policies must therefore be given significant weight in the planning balance. The relevant policy is set out below:

Relevant policies in this instance are:

JP-Strat14: A Sustainable and Integrated Transport Network
JP-S1: Sustainable development
JP-S2: Carbon and Energy JP-S4: Flood Risk and the Water Environment
JP-S5: Clean Air JP-S6: Resource Efficiency
JP-G6: Urban Green Space
JP-G7: Trees and Woodland
JP-G8: A net enhancement of Biodiversity and Geodiversity
JP-C1: An Integrated Network JP-C5: Streets for All
JP-C8: Transport Requirements of New Development
JP-H1: Scale, Distribution and Phasing of New Housing
JP-H2: Affordability of New Housing
JP-H3: Type, Size and Design of New Housing
JP-H4: Density of New Housing
JP-P1: Sustainable Places

North Manchester Strategic Regeneration Framework (2012)

The City Council document seeks to guide the future regeneration and development of North Manchester. It set out the strategic context and policy framework to underpin future activity in the six Wards of Charlestown, Cheetham, Crumpsall, Harpurhey, Higher Blackley, Moston and the South Collyhurst neighbourhood area of Miles Platting and Newton Heath.

It identifies that Harpurhey, as a whole neighbourhood area, has a significant role to play in growth of the regional economy. It is located in an ideal position to build on the momentum generated through the transformation of the Lower Irk Valley and Collyhurst to the south, and has opportunities for further residential, commercial and retail growth by bringing land that is vacant or under-used, forward for development.

Open Spaces, Sport and Recreation Study (2009)

The study concluded that on the whole, the quantity of open space in north Manchester is high, with provision of City Parks, natural and semi natural open spaces, amenity space and facilities for young people exceeding minimum expected standards.

In light of the high quantity of natural and semi natural open space in north Manchester, the study states that the future focus will be on enhancing the quality of existing sites in the area.

The study references the NMSRF identifying issues around the untapped wealth of parks and under-utilised derelict land and aims to secure a balance between the quantity and quality of parks and open spaces.

It states a key target of the NMSRF is to eradicate the problem of derelict and neglected open spaces – some bought back to high quality open space or new parks – but as funds are limited, informal open spaces are considered to offer potential for high quality residential development which can lever in investment.

The Guide to Development in Manchester (SPD)

This document contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and inclusive design. The principles that development should seek to achieve include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

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.

The Manchester Green and Blue Infrastructure Strategy (G&BIS)

The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development. Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is: By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

The Greater Manchester Strategic Housing Market Assessment (SHMA) (April 2021)

This document forms part of the evidence base for Place for Everyone and provides the most up-to-date published evidence with regard to housing needs across Greater Manchester.

In terms of affordable housing, the SHMA identifies a net annual affordable housing need of 1,810 dwelling in Manchester.

Manchester Climate Change Framework (2020 – 2025)

This document was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Planning Policy Framework

The central theme to the revised NPPF is to achieve sustainable development. The Government states that there are three dimensions to sustainable development: an economic role, a social role and an environmental role.

The Framework underlines a “presumption in favour of sustainable development”. This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance

Along with the NPPF (National Planning Policy Framework), PPG sets out how the government envisages the day to day working of the planning system in England to operate.

Issues

Principle

The principle of the proposed development is considered acceptable and would comply with relevant planning policy and guidance.

The proposed development would make efficient use of previously developed land, whilst contributing to local and national residential growth objectives.

Due to the building on site and the former equestrian use, the site falls within the accepted definition of previously developed land and prior to 1982 and its use as stables, there was a pair of semi-detached houses on the northern part of the site.

The entirety of the site is included within the Manchester Brownfield Land Register 2019 and identified as having capacity for 52 houses

Whilst the site falls within an extant UDP policy allocation (policy HC14b) which seeks to retain recreational open space at Ravine Avenue. The policy states that the opportunity exists at Ravine Avenue for improving the area around the existing animal sanctuary and to improve the setting for a listed building. In common with the residential development at Thorntree Close to the west and an expired permission for the redevelopment of the Brook Villas site which forms part of the application site to the north (that are also both covered by the HC14b allocation) the site is brownfield land that has never been in use as public open space - unlike the wooded

area within the rest of the allocation to the east of the site which forms part of the wider Moston Vale woodland and park.

Due to the age of the UDP policy allocation there is no information available to understand the history relating to the inclusion of the brownfield sites within the allocation. It is not therefore considered to be applicable. Further, it is relevant to note the findings of the Council's 2009 Open Spaces Sport and Recreation Study which found in relation to this area that there is a high quantity of natural and semi-natural open space and also the reference to the NMSRF targets to eradicate the problem of derelict and neglected open spaces and the opportunity they provide for high quality residential development. The redevelopment of the site for a residential development will ensure that a vacant area of previously developed and vacant land is brought back into effective use.

The proposed development therefore represents the opportunity to regenerate an untidy site, and to diversify the housing stock in the area, including offering affordability.

The highly sustainable and accessible nature of the site means the site is well connected to employment, educational and recreation opportunities.

Consideration of the more specific planning is outlined further below.

Use and Amount

The proposed development will provide 39 affordable dwellings with the following housing mix:

- 5no. 1B2P bungalows with 50sqm floorspace per dwelling.
- 10no. 2B3P semi-detached dwellings with 70sqm floorspace per dwelling.
- 6no. 2B3P terraced dwellings with 70sqm per dwelling.
- 1no. 2B3P terraced dwelling with 72sqm.
- 7no. 3B4P semi-detached dwellings with 87sqm per dwelling.
- 1no. 2B3P semi-detached dwelling with 89sqm.
- 8no. 3B4P terraced dwellings with 87sqm per dwelling.
- 1no. 3B4P detached dwelling with 87sqm.

It is proposed that the 39 dwellings would be managed by a Registered Provider which in this case is the applicant, One Manchester.

Site Layout

The application site has an irregular shape and relatively level. The proposed layout has been carefully designed to address various physical constraints such as an easement formed by a culverted watercourse and a retained tree along the Church Lane frontage, whilst ensuring that the residential units face the street. The arrangement aims to protect the amenity and character of nearby homes on Thorntree Close to the west and Glenwood Drive to the east, as well as to mitigate any impact from the day nursery located at the north east corner of the site.

The development features a well-defined and managed frontage that clearly separates public and private spaces. Access is provided via a new internal spine road off Church Lane. The layout includes both soft and hard landscaping, along with private garden areas for each dwelling. The houses are positioned along an internal access road to prevent them from dominating the streetscape. Car parking is located at the front of the properties to enhance natural surveillance, and pedestrian access is also provided from Church Lane.



Proposed site layout

It is considered that the proposed arrangement maximises the development potential of the site and would provide a decent environment that responds sympathetically to the character and appearance of the area and adjoining buildings.

Design, Scale and Appearance

The proposed development comprises a variety of house types, unified by a consistent approach to elevational treatment. This consistency ensures a coherent visual identity across the scheme, contributing positively to the overall streetscape.

The external materials have been selected to reflect and respect the character of the surrounding streetscape, with the materials palette includes red facing brick for the main elevations, grey concrete roof tiles, and light grey UPVC doors and window frames. Brickwork has been chosen as the principal material due to its strong contextual relevance, with the inclusion of large window openings and detailed brickwork features enhancing visual interest and architectural quality.

The design approach seeks to complement both the residential and industrial character of the surrounding area, ensuring the development integrates effectively into its context.

On balance, the proposed development is considered to represent a high-quality and cohesive design that maintains the character of the existing street scene. The scheme is anticipated to integrate sympathetically with its surroundings and contribute positively to the visual amenity of the area.

Residential Amenity

Given the surrounding context which is largely residential in character, the introduction of a residential use and the modest number of units proposed is considered unlikely to have any significant, harmful impact to the nearest residential occupiers in terms of levels of activity, noise or disturbance.

Due to the scale of the proposed buildings, their relationship and interface distance with neighbouring buildings, there are no residential properties that would be unduly impacted in terms of the physical presence of the buildings in terms of overlooking, over-dominance or overshadowing.

The proposal provides sufficient spacing between neighbouring buildings to maintain a reasonable interface distance. It is not therefore considered that the distance between habitable windows would give rise to harmful overlooking or any subsequent loss of privacy.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable. In this case, all properties are to be operated by a registered provider (One Manchester) on an affordable basis. A condition to agree the exact breakdown of the affordable offer is included.

Accessibility

The proposed buildings would comply with Part M of the Building Regulations. The units themselves are of a good size, adhere to the Council's Approved Space Standards and offer a good level of circulation space internally.

Highway Impact

Each proposed dwelling would benefit from dedicated off-road parking, either via a private driveway or a designated parking bay.

Highway Services have reviewed the scheme and do not anticipate a significant increase in vehicular movements as a result of the development. Consequently, no concerns have been raised regarding network capacity, access or highways safety. Further, the level of off-road parking provision is considered appropriate to meet the needs of the proposed residential units.

The applicant has also provided satisfactory evidence that a refuse collection vehicle can safely manoeuvre within the newly proposed access road and turning head, which will be formed off Church Lane. This arrangement has been reviewed and accepted by Highway Services.

In addition to car parking, each dwelling would include secure cycle storage located within the private garden areas, thereby supporting sustainable travel options.

Taking all of the above into account, and on balance, the proposal is considered to have an acceptable impact on the operation of the highway network and does not give rise to any highway safety concerns.

A condition is included to secure a number of off-site highway works to enhance access and safety within and adjacent to the site.

Waste Management

The application has been accompanied by a waste management strategy which indicates that an appropriate number of receptacles and recycling arrangements would be provided, together with details of collection.

Each dwellinghouse is to include a waste storage area for all waste streams, accessed from either the shared surfaced zone or from Kenyon Lane.

A proposed turning head along the access road would allow refuse vehicles to safely enter and leave the site in forward gear. Environmental Health and Highways have confirmed that the proposed arrangement is satisfactory. A condition to ensure the submitted strategy is adhered to, is included.

Boundary Treatment

Boundary treatment to the property frontages and rear comprise 450mm high brick walls with coping stone incorporating metal railings between 1050mm brick piers. Close boarded timber fencing would separate the garden areas. It is considered that this design and arrangement would assimilate effectively into the wider street-scene and would provide a high-quality means of enclosure. A condition has been included to ensure compliance.

Trees and Landscaping

With the exception of the large Horse Chestnut tree fronting Church Lane which is to be retained, the remainder of the site consists of moderate quality trees with collective amenity value, but no individual stand out specimens. Of these trees, several low category, non-protected trees are indicated necessary for removal to facilitate the proposed development. These trees either fall within the footprint of the proposed new construction or cannot be feasibly retained and protected during the building process.

To mitigate the loss of trees, a landscaping plan has been submitted, which includes additional tree planting throughout the development.

On balance, the combination of retained trees, new planting, and broader landscaping improvements is expected to enhance the site's current condition. Over time, this approach would lead to a net increase in tree coverage. The Council's Arborist has raised no objections regarding the proposed replacement tree strategy.

Although the loss of any trees is unfortunate, it is considered necessary to facilitate the redevelopment. The impact can be appropriately offset through the proposed tree and shrub planting, as well as through off-site biodiversity net gain. The replacement scheme is designed to be more structured, offering improved amenity value and longer-term benefits that current site conditions.

Flood Risk and Drainage

Following an objection from Flood Risk Management based on Council records suggesting a culverted watercourse beneath the site, survey investigations, including CCTV inspections and trial pits, have found no evidence of a culvert. Accordingly, all reasonable steps have been taken to confirm its absence. An informative has been included to provide guidance on easement matters, alongside planning conditions requiring the submission, approval, and ongoing maintenance of a surface water drainage scheme.

Ecology and Biodiversity

Greater Manchester Ecology Unit (GMEU) have concluded that there are no significant ecological constraints.

It is considered that the submitted Ecological Impact Assessment provides robust information, with potential hedgehogs and nesting birds being the main constraints to the proposed development. Alongside the mitigation and enhancement measures within the report, GMEU also recommend a pre-works badger walkover and Reasonable Avoidance Measures (RAMs) for reptiles and common amphibians, to include sensitive vegetation clearance such as a two-stage cut. Appropriate conditions to ensure their protection are included.

Invasive species have also been identified on site in the form of both Japanese knotweed and Himalayan Balsam. A condition is included to ensure the sensitive and appropriate removal of these plants.

In terms of biodiversity net gain, the submitted metric indicates a deficit of 6.59 units and shortfall in medium distinctiveness habitats such as other neutral grassland, scrub, urban trees and broadleaved woodland.

In order to achieve the minimum 10% BNG, the applicant intends to purchase off-site credits.

Ground Conditions

Whilst a Phase 1 Desktop Study was submitted as part of the application, the conclusion of which is generally accepted by Environmental Health, additional information is required and it is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

A condition is included which requires the submission and agreement of an Environmental Standards Statement and a subsequent Verification Report, to ensure the measures outlined within the required statement are implemented.

Climate Change

The proposed development would introduce a modest number of additional residential units within an established residential setting. As such, the overall impact on climate change is considered to be limited and not substantial.

The scheme reflects an appropriate density for the location, and given the surrounding urban context, it is not anticipated to result in any significant environmental harm. The site benefits from direct access to an existing road frontage, which helps to minimise potential impacts on air quality and climate change arising from vehicular movements. The anticipated number of

vehicle trips associated with the development is low and therefore unlikely to contribute meaningfully to emissions or congestion.

While some temporary impact on air quality may occur during the construction phase, this is expected to be minor and manageable. Through the implementation of effective mitigation measures and a robust construction management plan, any adverse effects can be further minimised.

To support sustainable travel and reduce carbon emissions, the development will incorporate electric vehicle charging points and secure cycle storage for each dwelling. In addition, the scheme would be required to meet energy efficiency standards, which will be detailed within an Environmental Standards Statement to be submitted as part of the planning process.

In light of the above, it is considered that the development would not result in any significant harm in terms of climate change or environmental sustainability.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part of the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Security

The applicant in partnership with Greater Manchester Police (Design for Security) has provided a 'Crime Impact Statement' as part of the application. This enables measures to be incorporated within the scheme in order to be able to design out crime.

In order to ensure design measures are introduced to limit the potential for crime and to enhance security for prospective occupiers, a condition has been included to ensure the proposal achieves 'Secured by Design' accreditation.

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. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation or serviced accommodation without proper consideration. It is recommended that conditions should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use for any other purpose.

Further conditions are included to remove permitted development rights for extension or elevation alteration in order to safeguard neighbouring residential amenity.

Conclusion

The proposed development would make effective use of the site and provide decent quality, affordable residential accommodation, adding to the diversity of housing in the city within a highly accessible, sustainable location and would contribute to local and national residential growth objectives. The proposed development is in line with the aspirations of national and local planning policies which seek to boost the supply of housing and is entirely consistent with

relevant, overarching planning policy. On this basis, taking all factors into account and with reference to issues outlined within this report, the proposed development is considered acceptable.

Other Legislative Requirements Equality Act 2010

Section 149 (Public Sector Equality Duty) of the Equality Act 2010 requires due regard to the need to: Eliminate unlawful discrimination, harassment and victimisation and other conduct prohibited by the Act and; Advance equality of opportunity between persons who share a protected characteristic and persons who do not share it. The Equality Duty does not impose a legal requirement to conduct an Equality Impact Assessment. Compliance with the Equality Duty involves consciously thinking about the aims of the Equality Duty as part of the process of decision-making.

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. The proposal is considered to be acceptable and therefore determined within a timely manner.

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

1) The development must be begun not later than 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) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples and

specifications of all materials to be used on all external elevations of the development. The approved materials shall then be implemented as part of the development.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

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

Drawings referenced 100 (Location Plan), 106 (Boundary Treatment Plan), 201 (Planting Plan), 202 (Planting Plan), 203 (Planting Plan), 101/B (Landscape Layout), 107 (Proposed Street Scenes) and 102 (Site Clearance Plan) received by the City Council as Local Planning Authority on 28 October 2024.

Drawings referenced 105/4 (Proposed Site Plan), received by the City Council as Local Planning Authority on 18 March 2025.

Drawings referenced 130 (3B5P - T2 (Bay) Proposed Plans and Elevations), 135 (3B5P House - Proposed Plans and Elevations), 140 (3B5P Detached - Proposed Plans and Elevations), 111 (1B2P Bungalow Proposed Plans and Elevations M4(3)), 110/1 (1B2P Bungalow Proposed Plans and Elevations), 115 (2B4P House T1 Proposed Plans and Elevations), 120 (2B4P - T2 (Bay) - Proposed Plans and Elevations) and 125 (3B4P House T1 Proposed Plans and Elevations, received by the City Council as Local Planning Authority on 22 September 2025.

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

4) Notwithstanding the details submitted, prior to the commencement of development, a construction management plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
- Dust suppression measures;
- Compound locations where relevant;
- Location, removal and recycling of waste;
- Detail of an emergency contact telephone number;
- Parking of construction vehicles; and
- Sheeting over of construction vehicles.
- Loading and unloading of plant and materials;
- Storage of plant and materials;
- Site hoarding; scaffolding and acoustic fencing.

The development shall only be carried out in accordance with the approved construction management plan.

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

5) Notwithstanding details submitted, prior to the commencement of the development and notwithstanding details submitted, a detailed scheme for the provision of affordable housing as part of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The scheme shall include:

i. the numbers, type, tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) and location on the site of the affordable housing provision to be made which shall consist of a minimum 20% of the dwelling houses;

ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to any exclusions and exemptions from this requirement that may apply);and

iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).

The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - To contribute to the delivery of affordable housing, pursuant to policy H8 of the Manchester Core Strategy.

6) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency. The development shall only be implemented in accordance with the agreed measures.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

7) The development hereby approved shall only be implemented in accordance with the waste management strategy shown on drawing referenced CL-BTP-00-SP-DR-A-4450_104.2 Ref 2 and accompanying waste management pro forma, received by the City Council as Local Planning Authority on 18 March 2025 and 24 October 2024 respectively. No bins shall be stored outside the curtilage of the development other than on the day of collection.

Reason - In the interests of amenity and public health, pursuant to policies EN19, DM1 and SP1 of the Manchester Core Strategy.

8) Prior to first occupation of the development hereby approved, the City Council as Local Planning Authority must acknowledge in writing that it has received written confirmation of a Secured by Design accreditation.

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

9) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the Arboricultural Impact Assessment produced by ACS Consulting dated July 2024, received by the City Council, as Local Planning Authority on 28 October 2024.

(b) 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 Manchester Core Strategy.

10) 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 Manchester Core Strategy.

11) No works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August 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.

12) Prior to any site clearance or earthworks, a reasonable avoidance measures method statement for hedgehog and other mammals 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 agreed details.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Manchester Core Strategy.

13) Notwithstanding details submitted in relation to biodiversity net gain, prior to above ground works for the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

14) No development shall commence until a detailed method statement for removing or the long-term management / control of Japanese Knotweed, Himalayan Balsam or any other invasive species identified on the site is submitted to and approved in writing by the City Council as Local Planning Authority. The method statement shall include proposed measures that will be used to prevent the spread of invasive species during any operations e.g. mowing, strimming or soil movement. It shall also contain measures to ensure that any soils brought to the site are free of the seeds / root / stem of any invasive plant covered under the Wildlife and Countryside Act 1981, as amended. Development shall proceed in accordance with the approved method statement.

Reason - To prevent the spread of invasives species, pursuant to policy EN18 of the Manchester Core Strategy.

15) Notwithstanding details submitted, no development shall commence until a detailed hard and soft landscaping treatment scheme, including a tree replacement strategy, has been submitted to and approved in writing by the City Council as Local Planning Authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

16) The development hereby approved shall only be implemented in accordance with the boundary treatment detailed on drawing referenced 106 (Boundary Treatment Plan), received by the City Council as Local Planning Authority on 28 October 2025. The boundary treatment shall be completed before the dwellinghouses hereby approved are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as Local Planning Authority, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

17) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase (save for the enabling works phase), full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase 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 and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

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

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

19) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the dwellinghouses and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

20) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until full details of the space and facilities for bicycle parking have submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed cycling parking space and facilities shall the implemented as part of the development and retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

21) a) The residential accommodation hereby approved shall be acoustically insulated and treated to limit the break-out of noise and for acoustically insulating the proposed residential accommodation against noise from Church Lane, nearby Dog Shelter and sub-station, in accordance with a noise study and a scheme of acoustic treatment that has been submitted to and approved in writing by the City Council as Local Planning Authority. The scheme shall be implemented in full before the dwellings are occupied.

b) Upon completion of the development and within 3 months of first occupation, a Verification Report will be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that acceptable criteria has been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - In order to safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1, H1 and DM1 of the Manchester Core Strategy

22) Prior to the commencement of above ground works, full details of all necessary off-site highway works shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The provision of dropped-kerbs and tactile parking at the site access and internal to the site to aid pedestrian movement;
- Implementation of double-yellow waiting restrictions at the new site access to protect junction visibility;

- Provision of on-site traffic calming measures and 20mph TRO;
- Footway reinstatement and footway/carriageway resurfacing adjacent to the site along Church Lane;
- Appropriate tie-in with the adjacent nursery access directly to the east of the access.

Reason - In the interests of highway safety and amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

23) a) The development hereby approved shall be implemented in accordance with the details contained within the following documents:

LCRM: Stage 1 Risk Assessment, Ref: GUK-0524-02/Rp-001 V2, Date: 2nd June 2025;

- LCRM: Intrusive Site Investigation, Ref: GUK-0524-02/Rp-002 V2, Date: 2nd June 2025;

- Ground Gas Risk Assessment, Ref: GUK-0524-02/Rp-003 V2, Date: 2nd June 2025.

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 to and approved 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 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 and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

b) Prior to the first use/occupation of the development, a Remediation Strategy, a calibration certificate for the ground gas meter for the relevant monitoring and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as Local Planning Authority, to validate that the development conforms with the approved Site Investigation Report and/or Remediation Strategy.

c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy, then any further measures that are required to remediate the land shall be carried out. Any required measures/remediation and validation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first use/occupation of the development.

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

24) 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 after development commences, 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 is submitted to and approved in writing by the City Council as Local Planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

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

25) Notwithstanding details submitted, prior to the commencement of the development hereby approved, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include:

- Progression through the drainage hierarchy must be evidence based and supported by site investigation including assessments of ground conditions and infiltration testing in accordance with BRE365. Proposals of attenuation should achieve half drain time within 24 hours.

- Where surface water is connected to the public sewer, agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

- Maximised integration of green SuDS components (utilising infiltration or attenuation) if practicable.

- Development must be limited to greenfield runoff on Greenfield sites up to a 1 in 100-year event, including climate change allowance.

- A finalised drainage layout showing all components, outfalls, levels and connectivity.

- An existing and proposed impermeable areas drawing to accompany all discharge rate calculations.

- Hydraulic calculations of the proposed drainage system, including all design parameters. Calculations must include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

- A blockage risk assessment must be undertaken as part of the drainage strategy to support proposed flows less than 5 l/s.

- A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements).

- Construction details of flow control and SuDS elements.

- A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).

The development shall be constructed and completed in accordance with the approved details prior to the first occupation of the development.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

26) Prior to the first occupation of the development hereby approved, details of the implementation of the surface water drainage scheme, together with the maintenance and management regime for the approved scheme shall be submitted for approval in writing by the City Council, as local planning authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDs components as per approved design drawings.
- Provide As Built construction drawings or confirm that they align with the original 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 manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies within the NPPF and NPPG , Core Strategy policies EN8 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

27) Prior to the commencement of the development, full details of proposed ground levels, earthworks and excavations to be carried out shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason - To ensure satisfactory site levels and prevent any effects of land destabilisation, pursuant to policy DM1 of the Manchester Core Strategy.

28) 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) none of the residential units hereby approved 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 2020, 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 - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

29) The residential units hereby shall be used only as private dwellings (which description shall not include serviced properties 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 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as short-term lets, 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 Manchester Core Strategy and the guidance contained within the National Planning Policy Framework.

30) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouses hereby approved, other than those expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

31) 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 building or roof extensions shall be erected to the proposed dwellinghouses without the prior consent of the City Council.

Reason - To prevent over development and to protect the amenity of nearby residential occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

Informatives

1) The statutory framework for biodiversity net gain requires a Biodiversity Gain Plan to be submitted and approved to discharge the biodiversity gain condition prior to the commencement of development.

A developer must submit the Biodiversity Gain Plan to the planning authority in writing, no earlier than the day after planning permission has been granted. The use of the Biodiversity Gain Plan template is strongly encouraged to bring together the required information into one document for approval.

The following content of a Biodiversity Gain Plan is required for development:

- information about the steps taken or to be taken to minimise the adverse effect of the development on the biodiversity of the onsite habitat and any other habitat;
- the pre-development biodiversity value of the onsite habitat;
- the post-development biodiversity value of the onsite habitat;
- any registered off-site biodiversity gain allocated to the development and the biodiversity; and
- any biodiversity credits purchased for the development.

In addition, the following is required:

- name and address of the person completing the Plan, and (if different) the person submitting the Plan;
- a description of the development and planning permission reference number (to which the plan relates);
- the relevant date, for the purposes of calculating the pre-development biodiversity value of onsite habitats and if proposing an earlier date, the reasons for using this earlier date;

- the completed biodiversity metric calculation tool(s), stating the publication date of the tool(s), and showing the calculation of the pre-development onsite value on the relevant date, and post-development biodiversity value;
- a description of arrangements for maintenance and monitoring of habitat enhancement to which paragraph 9(3) of Schedule 7A to the 1990 Act applies (habitat enhancement which must be maintained for at least 30 years after the development is completed);
- (except for onsite irreplaceable habitats) a description of how the biodiversity gain hierarchy will be followed and where to the extent any actions (in order of priority) in that hierarchy are not followed and the reason for that;
- pre-development and post-development plans showing the location of onsite habitat (including any irreplaceable habitat) on the relevant date, and drawn to an identified scale and showing the direction of North;
- a description of any irreplaceable habitat on the land to which the plan relates which exist on the relevant date, and any part of the development for which planning permission is granted where the onsite habitat of that part is irreplaceable habitat arrangements for compensation for any impact the development has on the biodiversity of the irreplaceable habitat; and
- if habitat degradation has taken place:
a statement to this effect,
the date immediately before the degradation activity,
the completed biodiversity tool showing the calculation of the biodiversity value of the onsite habitat on that date, and
any available supporting evidence for the value.

There is a standard Biodiversity Gain Plan template available to complete which brings together many of these matters into one document.

The submission of a Biodiversity Gain Plan to a local planning authority falls under Regulation 16 of the Town and Country Planning (Fee for Applications, Deemed Applications, Requests and Site Visit) (England) Regulations 2012 which covers fees for the written confirmation of compliance with a condition or conditions attached to a grant of planning permission.

2) Application for Section 278 highways works condition discharge may only be submitted following securement of cash bond or surety provision of the total costs of the associated highways works as provided by the statutory approvals team. It is expected that all modifications/improvements to the public highway are achieved with a maximum carbon footprint of 40%. Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. The Council seeks use of a standard palette of materials for footway and carriageway construction. For alternatives of a higher standard, a commuted sum (for non-standard highway material and its maintenance) will need to be agreed between MCC and the applicant.

The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section 50 works skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Resilience teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk.

For any projects that require a S278 highway agreement a Stage 1 Road Safety Audit (RSA 1) is requested to inform the preliminary design at the pre-planning stage - prior to planning approval being granted. This ensures that any underlying highway safety issues have been identified and mitigation is proposed accordingly.

3) A link is provided below in relation to easement advice.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

29 Whiteway Street, Manchester, M9 5PN
27 Whiteway Street, Manchester, M9 5PN
25 Whiteway Street, Manchester, M9 5PN
21 Whiteway Street, Manchester, M9 5PN
5 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
2 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
133 Church Lane, Lightbowne, Manchester, M9 4WH
2 Glenwood Drive, Manchester, M9 4HX
8 Glenwood Drive, Manchester, M9 4HX
141B Church Lane, Lightbowne, Manchester, M9 4LA
19 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
20 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
4 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
12 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
8 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
119 Church Lane, Lightbowne, Manchester, M9 4WH
4 Broadgate Walk, Manchester, M9 4GH
31 Whiteway Street, Manchester, M9 5PN
10 Thorntree Close, Manchester, M9 4JW
23 Whiteway Street, Manchester, M9 5PN
17 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
19 Thorntree Close, Manchester, M9 4JW
130 Church Lane, Lightbowne, Manchester, M9 4LA
4 Glenwood Drive, Manchester, M9 4HX
141C Church Lane, Lightbowne, Manchester, M9 4LA
1 Davenport Terrace, Hillier Street, Manchester, M9 4JY
1 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
5 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
121 Church Lane, Lightbowne, Manchester, M9 4WH
43 Whiteway Street, Manchester, M9 5PN
8 Thorntree Close, Manchester, M9 4JW
4 Thorntree Close, Manchester, M9 4JW
15 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
3 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
127 Church Lane, Lightbowne, Manchester, M9 4WH
7 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
129 Church Lane, Lightbowne, Manchester, M9 4WH

9 Willow Bank, Church Lane, Lightbowne, Manchester, M9 4WH
11 Thorntree Close, Manchester, M9 4JW
12 Roundham Walk, Manchester, M9 4JG
3 Davenport Terrace, Hillier Street, Manchester, M9 4JY
109 Church Lane, Lightbowne, Manchester, M9 4WH
35 Whiteway Street, Manchester, M9 5PN
16 Thorntree Close, Manchester, M9 4JW
14 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
6 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
11 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
135 Church Lane, Lightbowne, Manchester, M9 4WH
Top Flat, 135 Church Lane, Lightbowne, Manchester, M9 4WH
17 Thorntree Close, Manchester, M9 4JW
12 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
143 Church Lane, Lightbowne, Manchester, M9 4LA
134 Church Lane, Lightbowne, Manchester, M9 4LA
18 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
5 Thorntree Close, Manchester, M9 4JW
1 Thorntree Close, Manchester, M9 4JW
10 Roundham Walk, Manchester, M9 4JG
2 Davenport Terrace, Hillier Street, Manchester, M9 4JY
Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
125 Church Lane, Lightbowne, Manchester, M9 4WH
2 Broadgate Walk, Manchester, M9 4GH
6 Thorntree Close, Manchester, M9 4JW
19 Whiteway Street, Manchester, M9 5PN
20 Thorntree Close, Manchester, M9 4JW
132 Church Lane, Lightbowne, Manchester, M9 4LA
7 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
4 Davenport Terrace, Hillier Street, Manchester, M9 4JY
123 Church Lane, Lightbowne, Manchester, M9 4WH
117 Church Lane, Lightbowne, Manchester, M9 4WH
3 Roundham Walk, Manchester, M9 4JG
41 Whiteway Street, Manchester, M9 5PN
16 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
11 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
9 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
131 Church Lane, Lightbowne, Manchester, M9 4WH
21 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
8 Willow Bank, Church Lane, Lightbowne, Manchester, M9 4WH
39 Whiteway Street, Manchester, M9 5PN
37 Whiteway Street, Manchester, M9 5PN
2 Thorntree Close, Manchester, M9 4JW
13 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
10 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
8 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
3 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
6 Glenwood Drive, Manchester, M9 4HX
Stables Rear Of Brook Villas, Church Lane, Lightbowne, Manchester, M9 4NJ
3 Thorntree Close, Manchester, M9 4JW
11 Willow Bank, Church Lane, Lightbowne, Manchester, M9 4WH
2 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
14 Thorntree Close, Manchester, M9 4JW
33 Whiteway Street, Manchester, M9 5PN

12 Thorntree Close, Manchester, M9 4JW
17 Whiteway Street, Manchester, M9 5PN
4 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
13 Thorntree Close, Manchester, M9 4JW
15 Thorntree Close, Manchester, M9 4JW
128 Church Lane, Lightbowne, Manchester, M9 4LA
18 Thorntree Close, Manchester, M9 4JW
9 Moss Clough Court, 136 Church Lane, Lightbowne, Manchester, M9 4LA
141 Church Lane, Lightbowne, Manchester, M9 4LA
141A Church Lane, Lightbowne, Manchester, M9 4LA
9 Thorntree Close, Manchester, M9 4JW
7 Thorntree Close, Manchester, M9 4JW
10 Willow Bank, Church Lane, Lightbowne, Manchester, M9 4WH
6 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA
10 Prospect House, 137 Church Lane, Lightbowne, Manchester, M9 4SA

Appendix 2 – Planning constraints

Article 4 Direction - Removal of PD Rights Change of Use from Class C3 to Class C4
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA