

Application Number	Date of Appln	Committee Date	Ward
143085/FO/2025	6th Jun 2025	23rd Oct 2025	Charlestown Ward

Proposal Erection of 106 no. residential dwellings (C3 Use Class) with associated access, landscaping, parking and other works

Location Land At Hinchley Road, Manchester, M9 7FG

Applicant Miller Homes

Agent Mrs Kerry Walker, Pegasus Group

Executive Summary

This application relates to a 2.66 ha site currently occupied by a grassed area with self-seeded shrubs and trees. The site accessible to the public. The Council have a land interest in the site. The proposed development relates to the erection of 106 dwellinghouses. Eleven objections have been received.

The scheme proposes new family homes and would involve the comprehensive development of the site in order to bring forward and deliver several key priorities for the city. Notably, new homes with a 20.75% affordable offer comprising social rent and shared ownership homes. The need for new homes is well documented as is the mix of tenures and types and this proposal will do both. These issues are covered in more detail in the report as are the potential impacts on local residents and associated matters. These include wider impacts from construction to operational impacts such traffic, trees and visually from the development itself. The site has not been in use for any formal sports provision for in excess of ten years.

Description

The site is located in Charlestown Ward and is bounded to the east and southeast by modern detached dwellings on Hinchley Road, on Caspian Road and Northwold Drive to the north, with the Coop Academy North Manchester to the southwest and western boundaries. The site covers 2.66ha. The site is currently vacant, and predominantly covered in grass, with trees to the perimeter along the northern boundary, and scattered across the site.

The site is currently open along the Hinchley Road frontage and bounded by high close boarded fencing to the rear of the houses on Northwold Drive and Capsian Road and galvanised palisade fencing forming the boundary with the academy to the west. The site historically formed part of the former North Manchester High School for boys.



View of site from southeast



View of site from northeast



View of site frontage on Hinchley Road



View looking westwards from Hinchley Road to the Manchester Creative and Media Academy buildings



Views looking northwards across the site

Consent is sought for the erection of a mix of predominantly two storey detached, and semi-detached houses, with some short terraces of two storey houses, and 8 pairs of semi-detached houses which would be 2.5 storeys in height to enable accommodation within the roof space.

The scheme comprises 15 two bed, 77 three bed and 14 four-bedroom dwellinghouses. Within that mix 11 two bed dwellings would be for social rent, and 4 x two bed and 7 x three bed dwellings would be for shared ownership (20.75% affordable housing).

The layout plan for the site includes two vehicular access points from Hinchley Road, with a further access from Caspian Road. The dwellinghouses would have 100% off street parking provision. Amenity space is being provided for dwellinghouses through small front gardens and private rear garden areas.



The Council have a land interest in the site.

Publicity

The proposal, by virtue of the number of residential units, the proposed development has been advertised in the local press (Manchester Evening News) on 17th June 2025 and site notices were displayed at locations around the application site on 27th June 2025. In addition, notification letters have been sent to local residents (total of 409) in the local area on 10th June 2025.

Consultations

Local Residents - 11 objections and one set of neutral comments have been received from local residents.

The objections received can be summarised as follows:

- Schools, GP surgeries and dentists are already over prescribed in the area.
- The access to the estate is off two busy roads with a motorway nearby. The neighbourhood is congested already, with this estate used as a short cut, and the road access is becoming congested in peak times. The Academy also give rise to traffic at peak times with parents dropping off and collecting children.

- Additional traffic will lead to accidents.
- Increased traffic congestion, and undue pressure on local infrastructure, including roads, schools, and emergency services.
- Parking is already a major issue—many 4-bedroom homes have multiple vehicles but only one designated space, leading to frequent street and double parking. This regularly obstructs driveways and makes navigating Caspian Road, especially around its narrow bend, extremely difficult.
- Light pollution is already high in the area.
- Increased noise levels - both during construction and once the homes are occupied. This will disrupt the quiet, residential character of the area.
- Will lead to overpopulation.
- Overdevelopment and loss of value to existing homes.
- A sudden increase in population density without corresponding investment in community safety measures could lead to a rise in crime or antisocial behaviour.
- Impact on existing potential for odours from the sewer system, especially during warmer months or periods of heavy use due to the significant increase in population.
- The area is used a lot by dog walkers and children to play; there is no other greenery in the local vicinity for people. In addition, loss of open space which benefits people's mental health, and is a safe space is raised.
- The loss of green space, potential harm to local wildlife, and increased pollution are all major concerns.
- Impact on bats and small mammals
- Bats are using the existing trees to forage and commute at a minimum and may potentially be roosting within these trees.
- 20+ existing trees in the development area would be removed, many of these are over 20 years old and some are in the mature age class. The trees and vegetation proposed for removal are utilised by a number of other non-protected species. From the provided plans no suitable space will be available to grow any trees of significant size. Mature large trees provide better habitats for a wider variety of species compared to smaller, younger trees. They offer more resources and can support more complex ecosystems. Additionally, as most of the newly proposed trees on the plan exist within plot boundaries, they may ultimately be removed by the homebuyers.
- The BNG calculation provided with the application shows a net loss of 11.11 habitat units (93.91%) if the development goes ahead. The majority of the BNG obligations off-site as explained in the Biodiversity Impact Assessment. Although legally acceptable, this results in a large loss of biodiversity for the local area and would be a negative result for local wildlife and residents overall.
- A revised plan utilising some of the existing trees and vegetation could mitigate both the ecological concerns and privacy concerns for existing residents
- The development will give rise to pest control issues due to mice.
- The need to use piled foundations will cause damage to existing houses
- A resident has advised that they appreciate the need for housing and would hope that if they are built then there is more than the minimum quota of affordable housing, but queries whether controls would be put in place to prevent AirBnB.
- The turnover of houses seems to be quite high, so it is questioned if there is a need for more in this area.
- There are Brownfield development sites available.

- Concerns are raised in regard to adverse impact from noise, dust, mud on the highway during the construction period.
- Concerned about the potential for overlooking of neighbouring gardens especially to Northwold Drive and Caspian Road. The existing homes here are currently afforded a large degree of privacy due to the dense vegetation and large trees. The boundary treatments plan shows the intent is to build 1.8m high fencing which would not be sufficient. Many of the homes on Hinchley Road and some on Caspian Road will now have front-facing houses directly opposite them. All of these homes will suffer a degree of privacy loss as they will now have a direct eye line into the front windows of the proposed houses. Some of the site (if not all of it) should be used as green space with benches and some childrens' playground equipment.

Highway Services – Highways have no concerns about highway safety issues within the vicinity of the site, based on the submitted Accident Analysis assessment, and advise that the approach in respect of parking space dimensions is acceptable in principle.

The off-site highway works on the proposed site access is welcomed and acceptable to Highways.

They request that footways along the site boundary are resurfaced as part of the S278 agreement where appropriate. They advise with anything greater than a double dropped kerb would be of concern and an upstand should be in place between each properties parking, and consideration should be given to the depth of the dropped kerb for the driveways in this location. It is recommended that this is discussed during detailed design discussions and indicate that H-bars should be considered for the proposed driveways on Hinchely Road, and TROs would be needed to ensure refuse vehicles can manoeuvre throughout the site.

The Boundary Treatments Plan' is acceptable in principle. 100% electric vehicle charging provision is provided, and cycle storage is acceptable.

They have provided detailed comments in respect of the submitted Stage 1 Road Safety Audit and request that the applicant provides a Designers Response to the Stage 1 Road Safety Audit. They request that the revised Construction Management Plan is conditioned, and a Waste Management Strategy and Service Management Strategy should be in place and be conditioned.

The Framework Travel Plan is acceptable in principle; however, a condition related to the development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning consent.

Highway Services also requested that a Stage 1 Road Safety Audit was undertaken of the internal proposals and proposed access points and works along the adopted highway. This has now been submitted for consideration.

There are no objections raised to impacts on the local road network and junction capacity from the number of trips generated

Arboriculturist - Whilst the proposed tree removals are regrettable, the majority of the trees are of moderate quality with no standout Category A trees on the site. For that reason, no objection to the proposals for the site.

Given the limited green space, they would have no objection to the chosen species selections.

Environmental Heath - recommend conditions related to the submission of a Construction Management Plan, acoustic insulation of the residential accommodation and advise the proposed waste management information and electric vehicle charging points are appropriate.

Local Flood Authority – recommend conditions are attached to any approval to require the submission of a surface water drainage scheme prior to commencement of development, and details of the implementation, maintenance and management of the surface water drainage scheme prior to the first occupation/use of the development.

An informative is also recommended (as Shooters Brook lies approximately 125m to the west of the site, and the underground River Medlock lies approximately 50m to the south-east of the site), that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset.

Design for Security - The proposals have been reviewed and provided a Crime Impact Statement in support of the application, all be it with some additional security recommendations. Design for Security welcome the proposed scheme and recommend that a planning condition is attached which requires the development to achieve Secured by Design accreditation.

United Utilities - whilst the proposals are acceptable in principle, there is insufficient information on the detail of the drainage design. They require a fully detailed drainage design including flow rate and finished floor levels. Conditions related to the submission of a surface water drainage scheme prior to commencement of development, and details of the implementation, maintenance and management of the surface water drainage scheme prior to the first occupation/use of the development are recommended.

Greater Manchester Ecology Unit –

Bats

Whilst the works have been assessed as having negligible risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat and the signs of bats is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed. They suggest an informative to this effect be placed on any permission.

Nesting Birds

The trees and shrubs onsite will have the potential to support nesting birds. They recommend a condition is attached to any approval to require no tree or shrub clearance takes place between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to works and written confirmation provided that no active bird nests are present,

Small mammals

The Preliminary Ecological Appraisal (Ascerta – March 2025) felt that the site could provide refuge for small mammals, including hedgehog. They recommend that a condition to require a reasonable avoidance measures method statement for amphibians, reptiles and mammals, prior to any earthworks, vegetation clearance or construction a reasonable avoidance measures method statement for amphibians, reptiles and mammal is submitted for consideration

Biodiversity Net Gain

The appraisal found the site had some ecological value, consisting of modified grassland, individual trees and scrub. They seek clarification in respect of the the current proposed post-development calculation, and the methodology in regard to recording individual trees and girth sizes in relation to the groups of trees which have been referenced. In addition, they note there are a number of trees to be planted that will be outside of the curtilage of residential gardens that will be managed by a contacted grounds maintenance company, which can be added to the metric in the onsite habitat creation section.

They are of the view that more onsite biodiversity could have been incorporated into the development and suggest that the landscaping plan for the site could be revisited to incorporate more onsite biodiversity, but acknowledge there are competing requirement for a large-scale housing development such as this.

They consider the onsite biodiversity mitigation/enhancement to be significant and should be secured via a section 106 agreement for ongoing monitoring.

If approved, a Biodiversity Gain Plan (BGP), Habitat Management and Monitoring Plan (HMMMP) and updated metric should be completed to show how the biodiversity gain will be managed and achieved over the next 30 years and approved by the LPA, before the automatically applied statutory biodiversity gain condition can be released. They have provided guidance on what an HMMMP should include.

Peat

Advise that they are happy to be led by Natural England on this matter.

Biodiversity Enhancement

Advise they are satisfied with the number and location swift bricks, bat bricks and hedgehog friendly fencing on the ecological enhancement plan proposed (Drawing HR-EPP-01) and recommend the provision of these enhancements is conditioned.

Natural England – have advised that they require further information to determine the impacts to peat, as the proposal has the potential to have significant effects to peat, and as such be unable meet the peat policy requirements of Places for Everyone.

Natural England requires further information in respect of sensitive construction methods to leave peat in-situ; a peat management plan; and an on-site habitat provision which makes best use of peat needing re-use, in order to determine the significance of these impacts and the scope for mitigation.

Without this information, Natural England advise they may need to object to the proposal, and request that they are consulted once information has been obtained. They also advise that the development should provide net gains for biodiversity in line with the NPPF paragraphs 187(d), 192 and 193.

Policy Legislative and Policy Context

Places for Everyone (2022-2039)

Places for Everyone is a long-term plan of nine Greater Manchester districts for jobs, new homes, and sustainable growth. It has been published by the GMCA on behalf of the nine districts and took effect and became part of the statutory development plan on 21st March 2024.

Given the stage the Plan has reached, the Plan and its policies is 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.

Paragraph 1.43 states that the plan has adopted a 'brownfield preference' through its policies. Policy JP-S1 relating to sustainable development reflects this, stating that 'preference will be given to using previously developed land and vacant buildings to meet development needs'.

Paragraph 1.52 highlight's that the Places for Everyone plan supports Greater Manchester's drive to be carbon neutral by 2038. To meet this carbon commitment, Policy JP-S2 encourages the delivery of nature-based solutions and biodiversity net gain.

Policy JP-S4: Flood Risk and the Water Environment supports an integrated catchment-based approach will be taken to protect the quantity and quality of water bodies and managing flood risk, by (amongst others) expecting developments to manage surface water runoff through sustainable drainage systems and as close to source as possible and designing suitable sustainable drainage systems.

Policy JP-S6: Resource Efficiency supports measures to achieve promotion of overall reduction in level of waste produced include, using sustainable design and construction techniques to reduce carbon emissions, adapt and future proof to the impact of climate change, reduce and recycle waste and minimise water use.

Policy JP-C1 seeks to delivering a pattern of development that minimises both the need to travel, and the distance travelled by unsustainable modes to jobs, housing and other key services, including healthcare, education, retail, recreation and leisure facilities, green space and green infrastructure.

Policy JP-H1 relates to the Scale, Distribution and Phasing of New Housing Development, and states that the new homes will be of good quality and design,

adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of key assets.

Policy JP -H2 relates to the Affordability of New Housing states that substantial improvements will be sought in the ability of people to access housing at a price they can afford, including through:

1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases.
2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.
3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities).
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing.
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

Policy JP-H 3 Type, Size and Design of New Housing; outlines how residential developments should provide an appropriate mix of dwelling types and sizes reflecting local plan policies, and having regard to masterplans, guidance and relevant local evidence. The policy later states that all new dwellings must comply with the nationally described space standards and be built to Part M4(2) of the Building Regulations (unless specific site conditions make this impracticable).

Policy JP-H 4 Density of New Housing; requires new housing development to be delivered at a density appropriate to the location, reflecting the relative accessibility of the site by walking, cycle and public transport, in accordance with the minimum densities. The application site has a GMAL score of 6 – where a minimum 35 dph is expected.

Policy JP-G7: Trees and Woodland; states at criterion 12 that where development would result in the loss of existing trees, there will be requirement for replacement on the basis of two new trees for each tree lost, or other measures that would also result in a net enhancement in the character and quality of the treescape and biodiversity value in the local area.

Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity; outlines how a net enhancement of biodiversity resources will be sought, achieved by a series of measures. This includes how development will be expected to achieve a measurable net gain in biodiversity of no less than 10%.

Policy JP-P1: Sustainable Places; sets out a series of design criteria, including the need to design out crime and incorporate inclusive design.

Policy JP-C2: Digital Connectivity; states that all new development will be required to have full fibre to premises connections, unless technically infeasible and/or unviable, and to incorporate multiple-ducting, compliant with telecoms standards.

Policy JP-C5: Streets for All; outlines how streets will be designed and managed to make a significant positive contribution to the quality of place and support high levels of walking, cycling and public transport.

Policy JP-C8: Transport Requirements of New Development; notes how planning applications will be accompanied by a Transport Assessment/Transport Statement and Travel Plans, where appropriate.

Relevant Local Policies

The Development Plan consists of: - The Manchester Core Strategy (2012); and - Saved policies of the Unitary Development Plan for the City of Manchester (1995)

The Core Strategy was adopted in July 2012 and is the key document in the Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) and sets out the long-term strategic planning policies for Manchester's future development. A number of UDP policies have been saved and accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport. (The element of this policy related to use of natural resources and reuse of previously development land is superseded by Places for Everyone policy JP-S1). The proposal would contribute towards meeting housing growth in the City and contribute to local housing provision in an existing residential neighbourhood. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. (The element of this policy related to use the broad hierarchy of road uses is superseded by Places for Everyone policy JP-C1). The proposal is located in an area where there is access to public transport modes, including regular bus services. The scheme includes the provision of cycle storage and electric charging points. These aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport includes bus services within walking distance on Moston Lane, Charlestown Road and Victoria Avenue East, and would not have a significant impact on the local highway network and encourage the use of other forms of transport.

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years. New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The development will form a medium density residential scheme (39.8 dwellings per hectare) within an area of North Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with the re-use of the site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 2, 3 and 4-bedroom houses.

Policy H3 'North Manchester' states that over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. The proposed development would accord with policy H3 by facilitating the delivery of a mix of 2,3 and 4-bedroom family accommodation.

The residential development will provide high-quality homes to support the economic growth of the area and redevelop an underutilised site in what is a sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 106 new homes will contribute to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development would include 11 two bed houses for social rent, and 4 x two bed and 7 x three bed houses for shared ownership, which would be brought forward on the site (20.75 %). Further details will be provided in the main body of the report in this regard.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement,

legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The site falls within the Northern Character Area, where there is a finer grained, predominately residential mix of development, broken up by open spaces and significant tree cover also linked to the local topography. The policy states development should respond to the underlying topography and varied townscape created by the balance between built form and the tree-covered landscape. The proposed development has addressed the principles set out in policy EN1.

Policy EN4 'Reducing CO2 emissions by enabling low and zero carbon development' seeks to ensure that the use of building materials with low embodied carbon in new development and refurbishment schemes, and the use of low or zero carbon energy generating technologies. (Elements within policy EN4 have been superseded by Places for Everyone policy JP-S2). The Energy Statement suggests a fabric first approach, with the use of renewable technologies to enable further carbon reduction within the development to accord with the aspirations of policy EN4.

Policy EN6 'Target framework for CO2 reductions from low or zero carbon energy supplies' states that any energy statement will be required to be submitted at the outset of any proposed development, and developers will be permitted to use green infrastructure elements to contribute to compliance with CO2 mitigation, subject to the energy statement incorporating evidence to demonstrate compliance. (Elements within policy EN6 have been superseded by Places for Everyone policy JP-S2). The application is accompanied by an Energy and Sustainability Statement which advises that to meet the challenging demands associated with sustainable development an approach utilising a number of measures including "fabric first" and renewable energy options is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of the buildings. The development, delivery of building will be subject to Part L of the Building Regulations which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022.

Policy EN8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8).

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should 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. This is a grassed site formerly used in conjunction with the former North Manchester High School for Boys. There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of garden areas for the dwellinghouses.

Policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities' outlines that the Council will seek to retain and improve existing open spaces, sport and recreation facilities. 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 or the development will be ancillary to the open space, sport or recreation facility and complement the use or character.

Policy EN12 'Area priorities for Open Space, Sport and Recreation' states that the priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following which are relevant to this area of the city : - North area: to ensure that new development will deliver improvements to the quality of existing provision.

Policy EN14 'Flood Risk' advises that in line with the risk-based sequential approach, that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA). Furthermore that a Flood Risk Assessment will be required for development on sites greater than 0.5ha within Critical Drainage Areas. (The element of the policy relating to new development minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) has been superseded by Places for Everyone policy JP-S4). This site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report. Furthermore, while the site area is below the referenced threshold and a Flood Risk Assessment accompanies this application.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points.

Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

Policy EN17 'Water Quality' outlines how development should avoid any adverse impact on water quality, including during the construction phase, and wherever possible should seek to enhance water quality.

Policy EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required. This matter is considered in detail elsewhere in this report.

Policy EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

Policy DM1 'Development Management' all development should have regard the following specific issues:

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;
- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards. As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved policy DC7 advises that the Council will negotiate with developers to ensure new housing is available at ground floor level to people with a disability. All new developments containing family homes will be expected to be designed so as to include safe areas within which children can play.

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city

and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments.

Other material policy considerations

Guide to Development in Manchester Supplementary Planning Document (2007) and Technical Guidance (2015)

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester. In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

This is 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.

Providing for Housing Choice – Supplementary Planning Document and Planning Guidance (2008)

This document sets out in detail the Council's Affordable Housing Strategy and sets out the rationale for the target proportion of affordable housing and tenure mix.

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

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods.

There are four objectives in order to achieve this vision which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

City-wide Open Space Assessment (2025)

The Open Space Assessment provides a comprehensive audit of open space across Manchester, identifying areas of both sufficient and insufficient provision in terms of quantity and quality. Within this framework, the north study area (within which the site is located) has the most open space both in terms of number of sites and total hectareage. There are 322 open spaces in the north of the city providing 907.36 hectares of open space, indicating that this area is relatively well served in comparison to other parts of the city. In relation to natural/semi natural greenspace there are 70 sites cumulatively covering 266.67 hectares in the north of the city.

Having regard to both local and national planning policy, including the presumption in favour of sustainable development, it is considered that the loss of this natural-semi natural greenspace is acceptable in this instance. The proposal would make a meaningful contribution to housing supply, and the benefits of redevelopment are considered to outweigh the limited harm arising from the loss of this open space.

Residential Growth Strategy (2015-2025)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities. Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020); In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The National Planning Policy Framework (December 2024)

The National Planning Policy Framework (NPPF) was published in July 2021 and subsequently revised. It sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way. Development proposals that accord with an up-to-date Development

Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless: - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 61). With regards to affordable housing, paragraph 66 states that where major developments involving the provision of housing is proposed, planning policies and decisions should expect that the mix of affordable housing required meets identified local needs, across Social Rent and other affordable housing for rent and affordable home ownership tenures.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 96) which promote social interaction, be safe and accessible and enable and support healthy lifestyles.

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions and improve air quality and public health' (paragraph 110). Furthermore, that developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116). Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or
- b) other public transport services, and appropriate facilities that encourage public transport use;
- c) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- d) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- e) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- f) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 117).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 118).

Section 11 'Making effective use of land'. The NPPF recognises the need for the planning system to promote an effective use of land in meeting the need for homes and other uses. Paragraph 125, (c) sets out that planning policies and decisions should give substantial weight to the value of using suitable brownfield land within settlements for homes and other identified needs, and support appropriate opportunities to remediate despoiled, degraded, derelict, contaminated or unstable land.

Section 12 'Achieving Well Designed Places' sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments: a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) Are visually attractive as a result of good architecture and appropriate landscaping; c) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation; d) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit; e) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and f) Create places that are safe, inclusive and accessible and which promote health and well-being.

The NPPF is clear that planning permission should be refused for development of poor design that fails to reflect local design policies and government guidance on design, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, significant weight should be given to: (a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents such as design guides and codes; and/or (b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings. (paragraph 139).

Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used) (paragraph 140).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' – seeks that the planning system should support the transition to net zero by 2050 and take full account of all climate impacts including overheating, water scarcity, storm and flood risks and coastal change.

It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. (Paragraph 161).

Section 15 'Conserving and Enhancing the natural environment' states that planning decisions should contribute to and enhance the natural and local environment by protecting valued landscapes, sites of biodiversity, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land (paragraph 187).

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline 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 (PPG) The relevant sections of the PPG are as follows:

Noise This section states that Local

Planning Authorities' should take account of the acoustic environment and in doing so consider:

- whether or not a significant adverse effect is occurring or likely to occur.
- whether or not an adverse effect is occurring or likely to occur; and
- whether or not a good standard of amenity can be achieved.

Mitigating the noise impacts of a development will depend on the type of development being considered and the character of the proposed location. In general, for noise making developments, there are four broad types of mitigation:

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;
- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section states that where appropriate the following should be considered:

- layout – the way in which buildings and spaces relate to each other
- form – the shape of buildings
- scale – the size of buildings

- detailing – the important smaller elements of building and spaces
- materials – what a building is made from.

Health and Well Being

This section states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation); Travel Plans, Transport Assessments in Decision Taking. This section states that applications can positively contribute to:

- encouraging sustainable travel;
- lessening traffic generation and its detrimental impacts;
- reducing carbon emissions and climate impacts;
- creating accessible, connected, inclusive communities;
- improving health outcomes and quality of life;
- improving road safety; and
- reducing the need for new development to increase existing road capacity or provide new roads.

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.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of Development

The principle of residential development on this site is considered to be acceptable. Core Strategy Policy H3 confirms that North Manchester will accommodate around 20% of new residential development over the lifetime of the Core Strategy, and that priority will be given to family housing. There is a well-documented need for housing in Manchester, clearly identified in the Councils Housing Strategy amongst others. In line with the requirements in the NPPF and local policy, the mix of housing has been designed to take into consideration existing and future housing needs in this area of the City. Furthermore, this site is identified as a housing site in the Strategic Housing Land Availability Assessment 2024. The proposed scheme includes 106 dwellinghouses. The housing mix includes a range of two, three and four bed

houses. All relevant issues are fully considered within the following report including the requirement for affordable accommodation.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives.

The scheme would deliver 20.75 % affordable housing in the form of 11 two bed dwellings for social rent, and 4 x two bed and 7 x three bed dwellings for shared ownership, on the site. The design of the overall proposal is such that it would be tenure blind, which is welcomed. The delivery of new homes, the mix of tenures meets a key component of the Council's objective for new homes in the city.

These dwellings would be secured by a section 106 agreement. It is also recommended that the units in any legal agreement, include reference to nominations/referrals from MCC housing. The Shared Ownership homes will be available for those who meet the requirements of Homes England's Capital Funding Guide.

Open Space

The Open Space Statement accompanying the application confirms that the site is not identified as a grass pitch or any other sports facility in the Playing Pitch and Outdoor Sport Strategy (June and October 2022).

As advised earlier in this report in the north of the city there are 322 open spaces providing 907.36 hectares of open space, and in relation to natural/semi natural greenspace there are 70 sites cumulatively covering 266.67 hectares in the north of the city.

The site is located in proximity to existing open space in the area. This includes Boggart Hole Clough, a large (76 hectares) woodland and urban country park, which is located to the south of the site; green space and sports facilities associated with the school to the immediate west and north of the site; Charlestown Park (including children's playground (15-minute walk) to the west of the site. Blackley Golf Club also lies further to the north.

Whilst the site it is not identified as open space in City-wide Open Space Assessment (2025), the loss of the site has been carefully considered in regard to Policy EN10 of the Core Strategy and the conclusion is that the application site is considered to be surplus to the City Council's open space, sport and recreational needs.

It is acknowledged that the site has been accessed by local residents, but it is considered that the benefits of the redevelopment of the site for family houses, including affordable housing, outweighs the loss of the informal use of the site by

residents. The loss is also mitigated through landscaping and on and off-site Biodiversity Net Gain and other associated enhancements.

Siting / Layout

The site would be accessed via a loop arrangement – with two access points on Hinchley Road to the south of the site. Access would also be provided via Caspian Road to enhance permeability and connectivity with existing residential development. The layout comprises a street running through the core of the site, connecting streets and private driveways.

The development has been designed with houses having a street frontage with small front gardens, and larger gardens to the rear. The layout of the residential element incorporates natural surveillance through the placement of streets and dual aspect homes. The houses are in the form of short terraces of dwellings, semi-detached and detached houses, which are appropriate and in character within the wider area. Bin storage is shown in the rear gardens of the dwellings with gated routes between properties to enable bins to be brought to collection points on the street.

A mix of 15 no. two bedroom properties; 77 no. three bedroom properties; and 14 no. four bedroom properties are proposed. The development would achieve an average density of 39.8 dwellings per hectare across the site. This average density allows for the formation of differing densities across the development: including higher densities towards the western boundary, and lower densities towards the peripheries of the site.

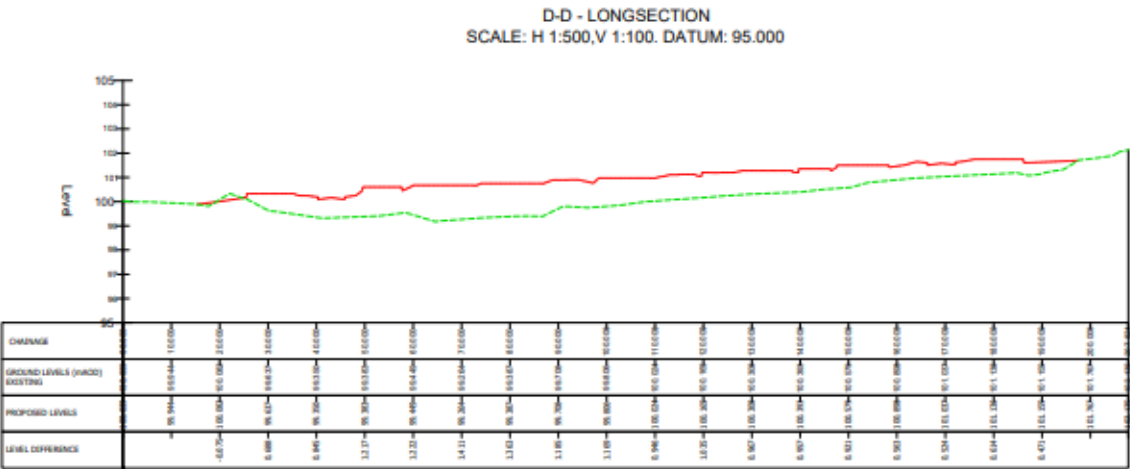
The homes have been designed to meet the Council's clear design aspirations and requirements as set out in the Residential Quality Guide and meet the Council's approved space standards. The new buildings and their key architectural features along with the proposed tree planting, hedging and landscaping to front garden areas, would contribute positively to the street scene. Off street parking in the form of driveways are proposed to the dwellinghouses. All house types are designed to meet M4(2) Standards, and 10% of the proposed dwellings are M4(3) standard (Latchford house type). M4(2) refers to a standard for accessible and adaptable dwellings. It sets out guidance for designing new homes that are more easily accessed and adapted in the future. M4(3) is related to fully wheelchair adaptable or accessible accommodation.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities at Harpurhey and the city centre. The closest location to existing residential properties is to the south on Moston Lane. The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable. The siting and layout of the development maximises the relationship with the adjacent road network. The siting and layout, provides a logical arrangement and is considered to be in accordance with the development plan. It is clear that design principles take account of matters including privacy, overlooking and daylight and sunlight.

B-B - LONGSECTION
SCALE: H 1:500,V 1:100. DATUM: 95.000

CHAINAGE	GROUND LEVELS (H/A/D) EXISTING	PROPOSED LEVELS	LEVEL DIFFERENCE
0	97.00		
10	98.00		
20	98.00		
30	98.00		
40	98.00		
50	98.00		
60	98.00		
70	98.00		
80	98.00		
90	98.00		
100	98.00		
110	98.00		
120	98.00		
130	98.00		
140	98.00		
150	98.00		
160	98.00		
170	98.00		
180	98.00		
190	98.00		
200	98.00		
210	98.00		
220	98.00		
230	98.00		
240	98.00		
250	98.00		
260	98.00		
270	98.00		
280	98.00		
290	98.00		
300	98.00		
310	98.00		
320	98.00		
330	98.00		
340	98.00		
350	98.00		
360	98.00		
370	98.00		
380	98.00		
390	98.00		
400	98.00		
410	98.00		
420	98.00		
430	98.00		
440	98.00		
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Section plan D-D below runs in a southwest-northeast route across the site (the Academy car park to the left of the cross section and the rear gardens of houses on Caspian Road to the right of the cross section).



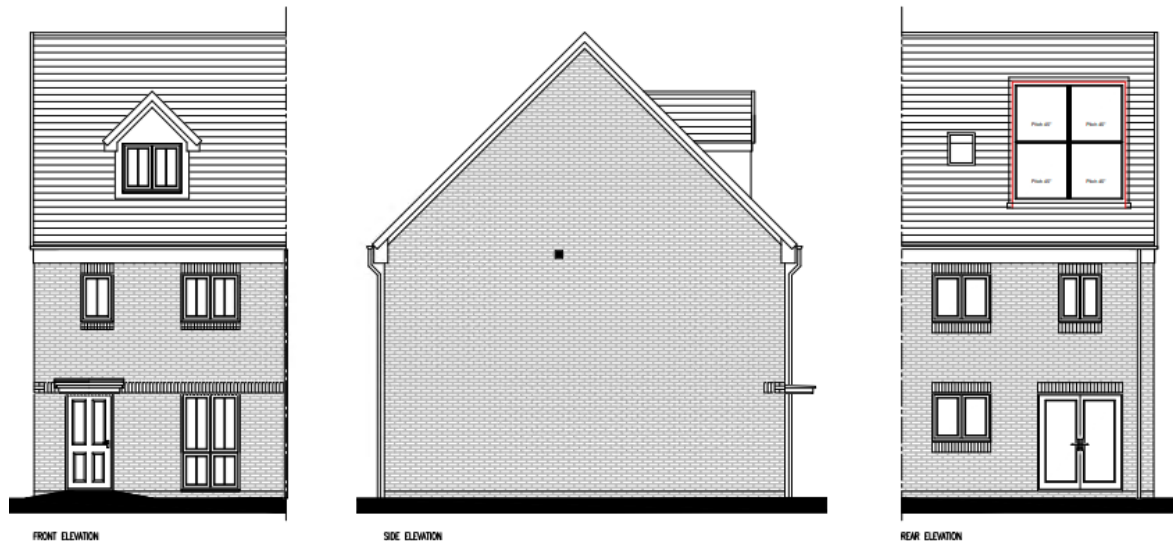
The proposed change in levels is designed to address the lower central area but not raise levels above existing levels at the perimeter of the site.

Scale / Massing

The scale of existing buildings in the immediate surroundings consists of predominantly two storey housing. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses would be predominantly two storey detached, and semi-detached houses, with some short terraces of two storey houses, and 8 pairs of semi-detached houses which would be 2.5 storeys in height to enable accommodation within the roof space. The proposed development would complement the scale of the existing houses around the site, and the alignment of the properties would also reduce the impact from massing.



STREET SCENE B-B



The height of the proposed buildings within the development are considered appropriate given the location within the area. The scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

It is considered that the design of the proposed development has incorporated the key characteristics of the surrounding area. The new homes would be contemporary in design with headers, cills and a band course to provide detailing within the proposed elevations. Traditional materials would also be used for the dwellinghouses, including a red multi facing brick with the contrast detail in a smooth red engineering brick for the headers, cills and projecting brick banding course, and grey roof tiles, which reference themselves to the local vernacular without being a pastiche.



It is recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials. All of the dwellings would have a stepped window reveal with a minimum 135mm depth, which would add visual interest through shadowing and changes within the vertical appearance.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments. The proposed development has been assessed against these standards.

The amount of floor space proposed for each dwellinghouse type and that required under the guidance is detailed below:

- 15 x 2-bedroom, 3-person dwellings – each providing between 71-104m² (Standard: 70m²)
- 35x 3-bedroom, 4-person dwellings – each providing between 88-92m² (Standard: 87 m²)
- 26 x 3-bedroom, 5-person dwellings – each providing 109 m² (Standard: 96 m²)
- 16 x 3 bedroom, 4 person dwellings with accommodation in the roof space each providing 109 m² (Standard: 90 m²)
- 14 x 4 bedroom 6-person dwellings – each providing between 109-120m² (Standard:107 m²)

As demonstrated above, all the proposed units meet or exceed the minimum space requirements set out in the guidance. The scheme is therefore considered to be fully compliant with Manchester's adopted space standards for residential development.

Residential Amenity

Residential properties are located to the north on the opposite side of Hinchley Road. Comments made by a resident in respect that existing homes that border the north and the northeast of the site are currently afforded a large degree of privacy due to the dense vegetation and large trees which currently exist on this part of the land are noted. Whilst there is concern that the loss of the individual trees and groups of trees in these areas would lead to the direct overlooking of the existing houses there would be a minimum of circa 11m between the rear elevations of the proposed dwellings and the end of the rear gardens for plot nos. 45 to 49, which would back onto nos. 41 to 43 Northworld Drive and the side gable of no.4 Caspian Road. This distance increases to 13m for plot nos. 46 and 47 which would be developed for the Langton House type (which is 2.5 storeys in height and has roof light window and solar panels on the rear roof slope).



The minimum distance between the existing dwellings and the proposed houses facing onto Hinchley Road would be circa 18.9m to 21.8 m where properties are opposite each other, with a distance of circa 7.7 m between gable of the proposed dwelling (plot no.76) and the existing house at no. 34 Hinchley Road. Plot no.76 would have a landing window at first floor level in the side elevation, and whilst this would be 4.6m from the boundary with no.34 Hinchley Road, it is proposed that this window be obscurely glazed to safeguard the privacy of both the existing and further occupiers.



The proposed boundary treatment to dwellings fronting onto Hinchley Road would be railings above a plinth set between brick piers, 600mm railings with a litter guard below and hedging in front are proposed the frontage of the roads within the development, and 1.8m timber post fencing is proposed to the rear garden boundaries to ensure security and privacy of the private usable amenity space. A condition is recommended in relation to the implementation of the approved details.

A resident has suggested that the installation of 1.8m high fence to rear boundaries would not mitigate loss of privacy, this, however, is an accepted approach in relation to securing the private usable amenity space for both the existing and future occupiers. The use of conditions in relation to boundary treatments would also enable privacy issues to be appropriately managed.

In addition, as two of the proposed house types have bathroom windows to side gables it is recommended that a condition be attached to any approval to require the use of obscure glazing, and that be retained to safeguard the privacy of the occupiers and neighbouring properties.

Due to the separation of the dwellings referenced above the proposed layout is not considered to give rise to significant impacts in regard to loss of privacy.

As the site has not been in use for some time, it is inevitable that the development would have some impacts. This includes noise from site remediation, construction and once operational. It is not considered the levels of noise would be to such an extent to cause unacceptable harm, and that conditions set out in the report would enable those aspects likely to give rise to residential disamenity, to be effectively managed for the temporary period of for example, the construction works.

It is also noted that site was formerly part of a secondary school and would have led to comings and goings which would have been concentrated at peak arrival and departure times. The proposed development would spread arrivals and departures to the site, and any noise and disturbance would not be unduly harmful in this context.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. The site lies 109m east of a landfill site.

A Preliminary Risk Assessment accompanies the application and recommends that prior to development commencing, a ground investigation is recommended to assess the risk associated with the underlying coal measures and peat deposits. A Stage 2 Unexploded Ordnance (UXO) risk assessment is also recommended as the site is considered to be in a medium risk zone for UXO.

A Phase II Geo-Environmental Site Assessment Report has also been submitted. concludes that any issues can be mitigated to address any risk to human health. The report also concludes that the site is considered to pose a low risk to controlled waters, but recommends further reports related to a Remediation and enabling works strategy. It is therefore recommended that a ground conditions condition, and watching brief condition are attached to any approval.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. The Site is in an accessible location, within close proximity to several modes of sustainable transport with bus stops located within the immediate vicinity of the site on Moston Lane, and on Charlestown Road and Victoria Avenue East. The closest rail station is Moston Station which is 1200m (20-minute walk) to the east of the site.

Two access points from Hinckley Road and an access from Caspian Road are proposed. The proposed residential development is forecast to generate a total of approximately 55 two-way trips in the AM peak and around 53 two-way trips in the PM peak.

A Transport Assessment (TA) has been undertaken to examine the existing local highway network, accessibility for sustainable transport modes and potential traffic impact created by the development of the site. The report confirms that the site is accessible by public transport; safe and suitable access can be achieved along Hinchley Road and Caspian Road; and that the proposals would not have a material impact on the local highway network or give rise to any highways related issues.

Furthermore, all the proposed dwellings would have off street parking provision, and an electric vehicle charging point.

In regard to cycle storage arrangements, a wooden shed structure to accommodate cycle storage (2cycles) is proposed in regard to the dwellinghouses (with the exception of two of the four-bedroom house types where it would be possible to store cycles within the integral garages). This is considered to be an acceptable approach.

This level of car parking, cycle parking and electric vehicle charging points is considered to be appropriate to the scale, location and nature of the development. There will be off-site highways work required as a result of the development. This is necessary to achieve the vehicular access points. It is therefore proposed to attach a condition relating to all highways works, including any off-site works.

Due to the scale of the development and the proximity to existing properties, and on the basis of comments received from consultees an appropriately condition to require Construction Management Plan (CMP) is proposed.

The level of impact on the highway network is not considered to be significant.

A site plan accompanying the application shows the extent of the highway layout that the developer is seeking to be adopted. This leaves three small unadopted sections of highway serving a total of nine dwellings (two of which would be accessed from adopted turning heads). The information accompanying the scheme indicates that all private access drive areas would be privately deeded to each respective plots accessed off those private drives, to ensure future maintenance is sought for the life of the development. It is understood this is same arrangement for the adjacent residential development.

Travel Plan

A Framework Travel Plan accompanies the application. It is recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan for the residential development prior to first occupation of the overall development.

Landscaping

104 trees would be planted within the proposed development. Trees would be located within hedging that lies directly adjacent to the front boundary treatment of the proposed houses. The soft landscaping scheme also includes areas of planting in the vicinity of vehicular turning heads

The application is also accompanied by a Landscaping Management Plan. The purpose of the document is to provide a structured maintenance and management plan, which states that a landscape management company would be appointed to carry out the regular maintenance of landscape elements including the streetscape (verges and tree planting) and any areas outside of private curtilages. This would be related to the proposed hedging and trees which lie alongside, but outside of the proposed front boundary treatment, and other small areas of landscaping around turning heads.

It is therefore proposed that a landscaping condition be attached to any consent to require the implementation of the landscaping, the implementation of the measures in the Landscaping Management Plan, together a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced.

Trees

There are eight individual and five groups of existing trees on the site, which are due for removal. There are no Category A trees on site, but there is one B2 category tree, with the remainder of the trees being category C (low quality) trees.

The Arboriculturalist has advised that the majority of the trees are of moderate quality with no standout Category A trees on the site, and for that reason, they have no objection in connection with the proposed tree removal. Whilst the redevelopment of the site would necessitate the loss of trees, replacement planting is proposed on the basis of two new trees to be planted for each one which has been lost. Tree protection fencing would also be provided along the western site boundary to protect neighbouring trees during the construction phase.

The proposed tree planting includes a mix of native and non-native species which would also contribute to the biodiversity of the site by providing foraging opportunities. The species have been chosen to suit the location.

Comments made by a local resident in respect of the height of the trees to be planted would be smaller and less mature than the existing trees and not achieve the height at maturity of some of the existing trees on site is noted. Furthermore, that mature

large trees provide better habitats for a wider variety of species compared to smaller, younger trees, and can support more complex ecosystems.

However, the proposed tree planting would be located in front garden areas, or in areas of landscaping in the vicinity of turning heads. As such consideration has been given to the appropriateness of the choice of species relative to where it would be planted.

On balance it is considered that the level of planting proposed would be acceptable in this location.

A further observation, that the trees to be planted may be removed by the homebuyers is acknowledged. However, the proposed condition to ensure that the submitted landscaping scheme is implemented, also has a requirement that 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

The Arboricultural Impact Assessment also confirms that there are no hedgerows within or immediately adjacent the site that could be considered important in the context of the regulations.

Ecology/Biodiversity

A Preliminary Ecological Appraisal is submitted in support of this planning application. The habitats on site comprise improved grassland, scattered trees and scrub. The site contains no designated or priority habitats. The site was subject to an extended Phase 1 Habitat Survey. No evidence of amphibians, small mammals, bats or badgers was found during the survey, but birds were present on the site. It is however, considered that impact on birds and small mammals is likely to occur in relation to the proposals for the site.

A condition to require the submission of a reasonable avoidance measures method statement for hedgehog and other wildlife covering the site clearance and construction phases of the development prior to the commencement of development (including ground works and vegetation clearance), is recommended to be attached to any approval. Furthermore, due to the mobile nature of bats and badgers, it is recommended that if there is a delay in the development being implemented that a further survey of the site and locality for badger setts and bat roosts shall be undertaken and the findings submitted, and that this aspect of the scheme is conditioned.

Due to the open nature of the site with scattered trees there is the potential for nesting birds to be present. It is therefore recommended that a condition to require any removal of trees and vegetation outside of the bird nesting season, and if the removal of trees and vegetation needs to occur from March to August (inclusive),

then any areas to be impacted should be checked for active bird nests before the works begin (by an ecologist).

As part of the development, it is proposed to incorporate 12 bird boxes, 10 bat bricks/boxes integrated into the fabric of the dwellinghouses, and swift bricks to all houses to provide potential nesting habitat, together with hedgehog gaps in fencing to allow for foraging hedgehogs. A condition relating to the provision of bat and bird boxes/bricks recommended to be attached to any approval, and a condition to ensure that there are hedgehog gaps below fencing to allow the movement of hedgehogs through the site. Hedging has also been incorporated to the front garden dwellinghouses at the back of pavement, this in association with the planting of a significant number of native trees of would contribute to enhancing the biodiversity of the development.

Biodiversity Net Gain

The pre-development biodiversity value of on-site habitats has been calculated. The Biodiversity Net Gain (BNG) has been assessed on site, and the assessment indicates that there will be net loss of -92.76% as a result of the development proposals.

To address this, the applicant has proposed a combination of on-site and off-site compensation measures. These include biodiversity enhancements on the site, including hedge and tree planting, as well as the purchase of off-site biodiversity credits to offset any remaining deficit. The comments of GMEU and Natural England have been noted, and the planning agent is responding with clarification in respect of the BNG matrix and issues in connection with peat-based soils.

Accordingly, it is recommended that a planning condition be imposed requiring the submission and approval of the following documents prior to commencement of above ground works:

- A Biodiversity Gain Plan
- A Habitat Management and Monitoring Plan
- An updated BNG metric

This condition would ensure that the proposed biodiversity gains are fully implemented and maintained in accordance with current guidance.

A legal agreement is also required for the on-site monitoring (including monitoring fee) of the on-site biodiversity gain.

In regard to the issue of peat-based soils on the site the need for additional information related to sensitive construction methods to leave peat in-situ; a peat management plan; and an on-site habitat provision which makes best use of peat needing re-use has been shared with the planning agent. Whilst the matter is in the process of being addressed, it is proposed to attach a condition to require the submission of these details, prior to the commencement of development (including any site preparation which would include disturbance of soils).

Noise

A Noise Impact Assessment accompanying the application includes the evaluation of the impact of noise. Whilst there is some distant road traffic noise at the site, the noise assessment focuses on the most significant and intrusive noise source that could affect the proposed dwellings being activities on the directly adjacent sports pitch. Given the proximity of the Coop Academy playing pitch to the proposed dwellings, an appropriate scheme of noise mitigation measures has been recommended to adequately protect the amenity of the new residents and also safeguard the use of the sports pitch. It is the applicant's intention to install 2.2m high acoustic attenuation fencing to a section of the western boundary to address this. It is recommended that this mitigation measures in the Noise Impact Assessment are conditioned, with the requirement for a verification report to be submitted upon completion of the development and before first occupation of the residential units, to validate that the work undertaken conforms to the recommendations and requirements in the approved report.

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding). The submitted Flood Risk Assessment (FRA) indicates that the topography shows relatively flat levels across the site with a depressed area in centre, that tend to cause water ponding, especially during heavy storms. Furthermore, that the site has a high probability of surface water flooding during large rainfall events, and suitable drainage system is required to manage and store surface water across the site.

A public surface water and a foul sewer run parallel to the southern boundary along Hinchley Road. Surface water and foul connection points for the site drainage discharges are proposed at these sewers.

The applicant is of the view that the depth of the existing sewer should be sufficient to allow a gravity connection for the whole development, subject to detailed design and careful engineering of the pipework gradients and finished floor levels within the site.

In view of the mitigation measures indicated as being required in the assessment, and the comments from Flood Risk Management officers and United Utilities, it is recommended that conditions relating to the submission of finalised design details of surface water drainage, and that the system that is put in place is managed and maintained thereafter, are attached to any approval.

Sustainability and Energy Efficiency

An Energy Statement advises that to meet the challenging demands associated with sustainable development a fabric first approach and low carbon and renewable energy systems (including solar photovoltaics and waste water heat recovery systems, air source heat pumps and Flue gas heat recovery systems) is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling. The development has been designed to meet Building Regulations Part L 2021 standards and would therefore deliver a total of >40% reduction over Part L1A

2013, and 31% reduction as per L1A 2021 in respect of the proposed dwellings. The development would be subject to Part L of the Building Regulations requirements which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022. Fabric first measures include enhanced insulation to improve energy efficiency. • Energy efficient boilers. • Higher performance glazing • Electric vehicle charging points.

Heat recovery systems and Photovoltaics or ASHP have been chosen for this development. For this site, it is proposed that a mixture of Air Source Heat Pumps, and heat recovery systems and Photovoltaics, to reduce CO2 emission would be used.

Designing out Crime

A Crime Impact Statement (CIS) by GMP Design states that the orientation of the houses will focus activity in appropriate areas whilst also facilitating passive surveillance of the public realm and notes the provision of off-street car parking within the proposed development.

Comments have been received from a crime impact point recommending additional crime prevention measures and it is proposed to attach a condition to any approval to require that the proposed development reflects the measures and physical security specifications listed in the Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse in the rear gardens of the houses, for general waste, pulpable recycling, mixed recycling, and for garden waste. A condition is proposed to be attached to any approval in regard to refuse storage arrangements within the scheme.

Air Quality

The proposed development includes the incorporation of electric vehicle charging points to each dwellinghouse, together with cycle storage provision. It is therefore recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. Conditions are proposed in relation to the implementation of both the cycle storage arrangements and the electric vehicle charging points before the occupation of the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16. A construction management plan is also required in order to mitigate impacts.

Boundary treatment

The proposed boundary treatment to dwellings fronting onto Hinchley Road would be railings above a plinth set between brick piers, 600mm railings with a litter guard below and hedging in front are proposed the frontage of the roads within the

development, and 1.8m timber post fencing is proposed to the rear garden boundaries to ensure security and privacy of the private usable amenity space. For dwellings - side fronting onto the proposed road, 1800mm high screen brick walls would be provided. A 2.2m acoustic fence to the west boundary with the Academy is also proposed. A condition is recommended in relation to the implementation of the approved details.

Broadband

There is existing Openreach infrastructure on Hinchley Road in the vicinity of the site. It is therefore anticipated that the application properties would have access to appropriate connections.

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 without proper consideration. It is recommended that a condition 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 of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission.

Furthermore, it is considered that there is a case for ensuring that the dwellings hereby approved shall be used only as private dwellings and not as 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). An appropriate condition is therefore proposed.

Inclusive Access

All houses would be accessible to a high standard in accordance with Building Regulation requirements with all dwellinghouses being M4(2) compliant and the Latchford house type being M4(3) compliant (10 units overall provision). Level access would be provided to all dwellings.

Local Labour and jobs

The proposed development has the potential to generate temporary construction related jobs. The applicant has agreed to a local labour agreement, which will aim to maximise local labour benefits resulting from the development. This would include proposals to outline what local labour activities and targets the applicant will endeavour to deliver, together with a final report detailing the local labour results. A condition is recommended to cover this matter.

Legal Agreement

To secure the delivery of the on-site affordable housing provision and to deliver Biodiversity Net Gain monitoring on site.

Community Consultation

A consultation event(s) was undertaken from 10th March to 24th March 2025. Where the event was advertised via local radio, Facebook posts, and flyers. In total, 13 comments were received during the consultation period, which equates to a 1.44% response rate from the 901 leaflets sent to local residents and businesses.

Key topics raised through the consultation process include:

- Concerns with traffic and highway routes;
- A strain on local infrastructure and facilities;
- The local ecology and wildlife on site;
- Health and Safety in the construction phase;
- Acoustic issues from the playing fields;
- Impact on the local character;
- Affordability of the proposed homes

Other matters raised by local residents

A resident has raised concerns in relation to the use of piled foundations, as they experienced damage to their property when the houses on Hinchley Road were built previously. The planning agent has forwarded a foundation zoning plan. This identifies that a significant proportion of the development would require the installation of piled foundations, with the exception of nine plots facing onto Hinchley Road, due to the ground conditions. Any matters arising from the implementation of any piled foundations would be a civil matter.

In respect of local schools and GP's there is no policy requirement for provision for additional facilities. The site, however, lies in proximity to Coop Academy and Charlestown Community primary school, with Charlestown Medical Practice on Charlestown Road a short walk from the site.

Conclusion

The proposal involves the development of the site in order to bring forward and deliver several key priorities for the city including new family homes with an affordable offer. As such the proposal represents a significant investment to deliver key objectives for the city including a contribution to the Council's objective for affordable homes adding to the mix of tenures in the city, as well as new landscaping, bio-diversity enhancements, place making and energy efficient homes and associated buildings in a sustainable location.

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 the right to a fair hearing and to this end the Committee 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 of the application 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 Mind to Approve, subject to section 106 agreement regarding the delivery of affordable housing, and a financial contribution for the monitoring of Biodiversity Net Gain on site.

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns in relation to parking provision, and layout. These matters have been satisfactorily resolved, and the appropriate conditions have been attached.

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

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

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

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

Facing Materials Plan ref: HR-FMP-01 rev.B

Site Location Plan ref HR-LOC-01

Twin Garage Side Gable Sale Garage Dimensions ref: SD-SAL-GAR-02

Cycle Storage shed ref: SD-CYC-01

1800mm High Timber Pedestrian Gate plan ref: SD-GATE-01

1800mm Close boarded fence plan ref: SD-SF-10 rev.A

2200mm High Acoustic Fence plan ref: SD-SF-25

600mm High Railing plan ref: SD-SR-13

1800mm High Screen Wall plan ref: SD-SW-15

450mm High Screen Wall with 600 Railings & Brick Piers plan ref: SD-SW-16

Outdoor Lighting Report ref: SHA 2164 dated 21 May 2025

Lighting Equipment Schedule ref: SHD2164-SHD-HLG-HINC-SH-EOLighting Schedule-R0

Crime Impact Statement Version B 31/03/25 ref: 2025/0072/CIS/01
Preliminary Ecological Appraisal ref: P2167.25 dated March 2025
Phase II Geoenvironmental Site ref: Assessment ref:17-994-R1-1 January 25
Landscape Management Plan 120-DAC-RP-005 rev. P1
Statement of Community Involvement report ref: P24-1740-R005v1-PL-MAN-MS-KW
Open Space Statement ref: P24-1740_R003v3_PL_KW/PR dated March 2025
Blue and Green Infrastructure report ref: P24-1740_R002v1_PL_KW/PR March 2025 version 1
Planning and Affordable Housing Statement ref: P24 174_R001v6_MAN_MS_KW_PR
Aboriginal Impact Assessment ref; Ref: P.2167.25 dated March 2025
Design and Access Statement ref: P24-1740_August 2025
Broadband Connectivity Assessment Report dated April 2025
Schematic drainage plan ref: 240062-EDGE-XX-XX-DR-C-10 01 P05
Received 30th May 2025

Section 38 Adoption plan ref: 110315-PEF-S38-LLO-DR-C-00001 rev.P02
Section 38 Proposed contours plan ref: 110315-PEF-S38-HML-DR-C-00001 rev.P02
Highway Long Sections plan ref: 110315-PEF-S38-HLS-DR-C-00001 rev.P01
S104 Impermeable Areas plan ref: 110315-PEF-S104-GEN-DR-D-00001 rev.P01

Landscape Masterplan ref: 120-DAC-PL-001 P6
Detailed Planting Plan: 1 of 3 ref: 120-DAC-PL-002 P5
Detailed Planting Plan: 2 of 3 ref: 120-DAC-PL-003 P5
Detailed Planting Plan: 3 of 3 ref: 120-DAC-PL-004 P5
Building Heights Plan ref: HR-BHP-01 rev.A
Affordable Housing Plan ref; HR-AHP-01 rev.A
Adoptions & Management Plan ref: HR-AMP-01 rev.A
Colour Site Layout ref: HR-CS-01 rev.C
Ecological Enhancements Plan ref: HR- EEP-01 Rev B
Parking Spaces Plan ref: HR-PSP-01 rev.A

Surface Materials Plan ref: HR-SMP-01 rev.A
Street Scenes plan ref: SS-01 rev.A

House Type A Crawford rev.A
House Type B Worthington
House Type B Worthington DA (Dual Aspect) Plot 92
House Type C Barton rev.A
House Type C Barton DA (Dual Aspect) plot 23, 45 and 78 only
House Type D – Langton rev.A
House Type E – Kimpton

House Type F – Lever rev.A
House Type G – Harper rev.A
House Type H – Latchford M4(3) rev.A
Route of Build plan ref: ROB-01 rev.A
Phase 1 Preliminary Risk Assessment rev.A dated 27 March 2023

Energy Statement dated 30th July 2025 rev.B
BNG Metric Calculation Tool ref: P.2167.25A 5th March 2025
Biodiversity Impact Assessment ref: P2167.25 rev. A 30th July 2025
Flood Risk Assessment rev. P04 dated 15th August 2025
Waste Storage Proforma
Transport Assessment ref: 4721TA.02 July 2025
Proposed site access plan ref: 4721-F01 rev.B
Boundary Treatments Plan ref: HR-BTP-01 rev.A
Received 1st September 2025

Phase 2 Geo-Environmental Investigation report dated March 2024
Received 3rd September 2025

Synopsis of peat report ref: 17-994-L3 dated 3rd September 2025 received 15th September 2025

S104 General Arrangement plan ref: 110315-PEF-S104-HDG-DR-D-00001
Site Sections – Plan ref: 110315-PEF-XX-HEW-01-DR-00002
Site Sections - Sheet 1 plan ref: 110315-PEF-XX-HEW-01-DR-00003
Site Sections - Sheet 2 plan ref: 110315-PEF-XX-HEW-01-DR-00004
Construction Environmental Management and Demolition Plan rev.C
Site Layout Plan ref: HR-SL-01 rev. C
Noise Impact Assessment ref: P25-018-R01v4 dated September 2025
Outdoor Lighting Report Lighting Calculation-R1 ref: SHD2164-SHD-HLG-HINC-CA-EO
Street Lighting Design SHD2164 rev. R1
Proposed Equipment Schedule ref: SHD2164-SHD-HLG-HINC-SH-EO-Lighting Schedule-R1
Received 29th September 2025

Cycle Storage Plan ref: HR-CSP-01 rev. A
Electric Vehicle Charging Plan ref: HR-EVC-01 rev. A
Waste Management Plan ref: HR-WMP-01 rev. A (notwithstanding gate locations for plots. nos. 2 & 3, 28 -31 35 & 36, 38 & 39 and 41 & 42)
Street lighting design plan ref: SHD 2164 R1 Sheet 1 of 1
Received 10th October 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 (2012).

3. Notwithstanding the content of the Construction Environmental Management and Demolition Plan rev.C, and prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;
 - Phasing and quantification / classification of vehicular activity.
 - Routeing of vehicles both within the site and on the adjacent highway - evidenced with appropriate swept-path assessment.

- Consideration of ongoing construction works and contractor parking in the locality.
- Details of the location and arrangements for contractor parking;
- Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- Identify measures to reduce noise emissions;

Development shall be carried out in accordance with the approved construction management plan.

Reason - To safeguard the amenities of nearby residents and highway safety pursuant to policies SP1, EN9, EN19 and DM1 of the Manchester Core Strategy (2012).

4. Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development 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 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 (2012).

5. Prior to above ground works, and notwithstanding plans specified in condition no.2, full detailed designs (including specifications) of all on site and off site highways works (including any Traffic Regulation Orders, and finalised design details of pedestrian routes alongside the unadopted sections of highway) and a delivery sequence, shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit being occupied.

Reason - In the interests of highway safety, pursuant to policy T1 of the Manchester Core Strategy (2012).

6. a) The car parking indicated on the approved plans for the dwellings, shall be surfaced, demarcated and made available for use prior to the associated dwellings (including apartments), hereby approved being occupied. The car parking shall then be available at all times whilst the dwellings (including apartments), are occupied.

b) Prior to the occupation of plot nos. 43 and 44 on Site Layout Plan ref: HR-SL-01 rev. C, the parking space to serve the occupiers of plot no.44 shall be managed/secured to prevent unauthorised use by other residents

Reason - To ensure that there is adequate car parking for the development proposed when the building is occupied, pursuant to policies T2, SP1 and DM1 of the Manchester Core Strategy (2012).

7. The cycle storage arrangements shall be implemented in accordance with the details on Cycle Storage shed ref: SD-CYC-01 received 30th May 2025 in the locations on Cycle Storage Plan ref: HR-CSP-01 rev. A received 10th October 2025 and all the agreed works shall be completed prior to the proposed accommodation being brought into use and be 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, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

8. a) Before the residential development hereby approved is first occupied, a Full Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:
- i. the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development.
 - ii. a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time.
 - iii. mechanisms for the implementation of the measures to reduce dependency on the private car.
 - iv. measures for the delivery of specified travel plan services.
 - v. measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.
- b) Within six months of the first occupation of the development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

9. a) Finalised specifications of the electric charging points shown on Electric Vehicle Charging Plan ref: HR-EVC-01 rev. A received 10th October 2025 shall be

submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the residential development hereby approved.

- b) Prior to occupation of the residential development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the use or development is in operation.

Reason - To secure a reduction in air pollution from traffic or other sources in order to protect existing and future residents from air pollution, pursuant to policies EN16, SP1 and DM1 of the Manchester Core Strategy (2012).

- 10. a) Before commencement of the development hereby approved, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to the City Council's current guidance document (Planning Guidance in Relation to Ground Contamination).

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) Before the development hereby approved commences, a report prepared outlining what measures, if any, are required to remediate the land (the Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

- c) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time before the development in each phase is occupied, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land (the Revised Remediation Strategy) is submitted to and

approved in writing by the City Council as local planning authority and the development shall be carried out in accordance with the Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected, and appropriate remedial action is taken in the interests of public safety, pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

11. If, during development, contamination not previously identified is found to be present at the site then no further development (unless otherwise agreed in writing with the local planning authority) shall be carried out until a remediation strategy detailing how this contamination will be dealt with has been submitted to, and approved in writing by, the Local Planning Authority. This strategy will include the following components:

1. An additional ground investigation scheme to provide information for a detailed assessment of the risk to all receptors that may be affected, including those off-site
2. The results of the site investigation and the detailed risk assessment referred to in (1) and, based on these, an options appraisal and remediation strategy giving full details of the remediation measures required and how they are to be undertaken.
3. A verification plan providing details of the data that will be collected in order to demonstrate that the works set out in the remediation strategy in (2) are complete and identifying any requirements for longer-term monitoring of pollutant linkages, maintenance and arrangements for contingency action. The remediation strategy shall be implemented as approved.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by, unacceptable levels of water pollution from previously unidentified contamination sources at the development site, in accordance with the National Planning Policy Framework, and pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

12. Prior to the commencement of development, the submission of an Unexploded Ordnance mitigation strategy, and a report prepared outlining what measures, if any, are required to remediate the land 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 that the presence of or the potential for any Unexploded Ordnance is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

13. a) Notwithstanding the content of Noise Impact Assessment ref: P25-018-R01v2 before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding roads,

streets and the M60 Motorway, neighbouring sport pitches and school shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises and schools.

The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

b) Prior to first occupation of the residential units, a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

Reason- To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating, pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

14. a) Externally mounted ancillary plant, equipment and servicing or louvres and plant associated with or located behind any louvres shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

b) Prior to the operation of the scheme a verification report shall be submitted to and approved in writing by the City Council as local planning authority to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic report. The report shall also undertake post completion testing to confirm that the noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the agreed noise criteria.

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1, and DM1 of the Manchester Core Strategy (2012), and saved UDP policy DC26.

15. a) The development shall be implemented in accordance with the details in the Waste Management Proforma received on 1st Sept 2025 in conjunction with the Waste Management Plan ref: HR-WMP-01 rev. A received 10th October 2025.

b) The details of the approved scheme shall be implemented as part of the development prior to the occupation of the dwellinghouses and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

16. The development shall only be carried out in accordance with sections 3.3, and 4 in the Crime Impact Statement version B 31/03/25 ref: 2025/0072/CIS/01 and the agreed measures shall be retained and maintained thereafter. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

17. Notwithstanding the information on the Schematic drainage plan ref: 240062-EDGE-XX-XX-DR-C-10 01 P05, no development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to national policies within the NPPF and NPPG and policies EN08 and EN14 in the Manchester Core Strategy (2012).

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

Those details shall include:

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

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the

lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

19. No site clearance works, including works to trees or shrubs, shall commence between 1 March and 31 August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation that no bird nests are present has been submitted to and approved in writing by the City Council as local planning authority.

Reason - In order to provide protection to nesting birds, pursuant to policy EN15 of the Manchester Core Strategy (2012).

20. Prior to the commencement of development (including ground works and vegetation clearance), a reasonable avoidance measures method statement for hedgehog and other wildlife covering the site clearance and construction phases of the development shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved measures.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

21. If no development commences within 12 months of the date of consent, a further survey of the site and locality for bat roosts and badger setts shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development shall be undertaken with any measures identified as being necessary following the outcome of the survey.

Reason - to minimise the risk of accidental harm of a European Protected Species (Habitats Regulations 1994), pursuant to policy EN15 of the Manchester Core Strategy (2012).

22. a) The development shall be implemented in accordance with the location and design of swift and bat bricks, together with arrangements for hedgehog gaps within the proposed boundary treatment as shown on plan ref:HR-EEP-01 rev. B, prior to the occupation of the buildings, and retained at all times thereafter.

b) Finalised design details and locations of the bird boxes referenced in the Preliminary Ecological Appraisal shall be submitted prior to above ground works. The approved scheme shall be implemented prior to the occupation of the dwellinghouses.

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

23. a) The landscaping scheme for the development shall be implemented in accordance with the details on the plans specified below:

Landscape Masterplan ref: 120-DAC-PL-001 P6
Detailed Planting Plan: 1 of 3 ref: 120-DAC-PL-002 P5
Detailed Planting Plan: 2 of 3 ref: 120-DAC-PL-003 P5
Detailed Planting Plan: 3 of 3 ref: 120-DAC-PL-004 P5
Received 1st September 2025

b) The landscaping scheme hereby approved shall be managed in accordance with the contents of the Landscape Management Plan 120-DAC-RP-005 rev. P1 received 30th May 2025 in the locations shown on plan ref: Adoptions & Management Plan ref: HR-AMP-01 rev.A received 1st September 2025.

c) The approved landscaping 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 in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development.

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 (2012).

24. a) The residential development shall be implemented in full accordance with the measures set out in Energy Statement dated 30th July 2025 rev.B

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

Reason - In order to minimise the environmental impact of the development pursuant to policies SP1, T1-T3, EN4-EN7 and DM1 of the Manchester Core Strategy (2012) and the principles contained within The Guide to Development in Manchester SPD (2007) and the National Planning Policy Framework.

25. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

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 (2012) and the guidance contained within the National Planning Policy Framework.

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

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

27. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no garages, extensions, porches, roof alterations or outbuildings shall be erected onto the dwellings within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

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) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings specified in condition 2.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

29. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken save where it is authorised by the granting of planning permission.

Reason - In the interests of protecting residential amenity and visual amenity of the area in which the development is located pursuant to policies DM1 and SP1 of the Manchester Core Strategy (2012).

30. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any Order revoking and re-enacting that Order with or without modification), no garage shall be used for any purpose which would preclude its use for the parking of a motor vehicle and no development shall be undertaken that would preclude vehicular access to the garage.

Reason - The loss of garage parking space could result in an unacceptable increase in on-street parking and would thereby be detrimental to highway and pedestrian safety in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy (2012).

31. The boundary treatment shall be implemented in accordance with the details on plan ref: Boundary Treatments plan ref: HR-BTP-01 rev.A received 1st September 2025, and 1800mm High Timber Pedestrian Gate plan ref: SD-GATE-01; 1800mm Close boarded fence plan ref: SD-SF-10 rev.A; 2200mm High Acoustic Fence plan ref: SD-SF-25; 600mm High Railing plan ref: SD-SR-13; 1800mm High Screen Wall plan ref: SD-SW-15; 450mm High Screen Wall with 600 Railings & Brick Piers plan ref: SD-SW-16, and be retained thereafter.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located in order to comply with Policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012), and the guidance provided within the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

32. a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes: i) the measures proposed to recruit local people including apprenticeships ii) mechanisms for the implementation and delivery of the Local Benefit Proposal iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour objectives (b) Within one month prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

Reason - The applicant has demonstrated a commitment to recruiting local labour pursuant to policies SP1, EC1 and DM1 of the Manchester Core Strategy (2012).

33. The landing window to the side gable of plot no.76 on Hinchley Road shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012)

34. The landing and /or bathroom windows to the side gables of the Harper, Kimpton and Worthington house types shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and maintained in perpetuity.

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy (2012).

35. Prior to the commencement of development, a 30 year Habitat Management and Monitoring Plan for the on-site biodiversity enhancements shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

36. Prior to the commencement of development, details related to sensitive construction methods to leave peat in-situ, a Peat Management plan, and an-site habitat provision which makes best use of peat needing re-use shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

Reason - In the interests of biodiversity net gain being achieved on site pursuant to policy EN15 of the Manchester Core Strategy, policies JP-G8 of Places for Everyone, National Planning Policy Framework (NPPF) and Schedule 7A of the Town and Country Planning Act 1990 (as amended).

Informatives

1. Construction/demolition works shall be confined to the following hours:
Monday - Friday: 7.30am - 6pm
Saturday: 8.30am - 2pm
Sunday / Bank holidays: No work
2. Culvert

MCC records highlight that the underground Shooters Brook is located within close proximity to the site (approximately 125m to the west of the site) and the underground River Medlock is located within close proximity to the site (approximately 50m to the south-east of the site), while our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all culverted assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC Lead Local Flood Authority (LLFA) should be contacted immediately. Any alterations to an ordinary watercourse will require consent from MCC LLFA under Land Drainage Act 1991. The developer can apply for land drainage consent (if required) via the following link:

<https://manchester.civicapayforms.co.uk/Sales/LaunchInternet.aspx?saleform=drainage>

3. The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004) Email - highwaylicences@manchester.gov.uk.
4. Whilst the works have been assessed as having negligible risk for bats, the applicant is reminded that under the Habitat Regulation it is an offence to disturb, harm or kill bats. If a bat and the signs of bats is found all work should cease immediately and a suitably licensed bat worker employed to assess how best to safeguard the bat(s). Natural England should also be informed.

Local Government (Access to Information) Act 1985

The documents referred to in the course of this report are either contained in the file(s) relating to application ref: 143085/FO/2025 held by planning or are City Council planning policies, the Unitary Development Plan for the City of Manchester, national planning guidance documents, or relevant decisions on other applications or appeals, copies of which are held by the Planning Division.

The following residents, businesses and other third parties in the area were consulted/notified on the application:

Environmental Health
MCC Flood Risk Management
Highway Services
Greater Manchester Ecology Unit
United Utilities Water PLC
Natural England
Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Corporate Property

MCC Flood Risk Management
Greater Manchester Police
Strategic Development Team
Environment Agency
United Utilities Water PLC
Greater Manchester Ecology Unit

A map showing the neighbours notified of the application is attached at the end of the report.

Representations were received from the following third parties:

Highway Services
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

Relevant Contact Officer :	Sue Wills
Telephone number :	0161 234 4524
Email :	sue.wills@manchester.gov.uk

