

Application Number	Date of Appln	Committee Date	Ward
142311/FO/2025	4th Mar 2025	23 October 2025	Burnage Ward

Proposal Erection of up to 66 no. dwellings (53 no. dwellinghouses and 13 no. apartments – (Class C3) with associated access, car parking, infrastructure and landscaping

Location Land at the Former Burnage Cricket Club, Mauldeth Road, Manchester

Applicant Views (Holdings) Ltd

Agent Paul Nellist, Asteer Planning LLP

Executive Summary

The application relates to the proposed redevelopment of Burnage Cricket Club which has been vacant for several years to provide a residential development comprising a mixture of 53 dwellinghouses and 13 apartments (66 units total). The proposal would involve the 13 apartments being offered on an affordable basis at a discounted market sale and a financial contribution to enable an off-site cricket mitigation package for the provision of cricket facilities at Cringle Playing Fields to be secured by a S.106 legal agreement.

Following notification of the application 157 representations have been received from neighbouring residential occupiers, including 139 objections alongside an online petition with 349 signatories, 14 representations in support and 4 neutral responses.

Key Issues

- Loss of cricket club and green space
- The impact to residential amenity.
- Impact to the operation of the highway

Description

The application site covers approximately 0.98 hectares and comprises the former Burnage Cricket Club, located at the junction of Kingsway and Mauldeth Road which is understood to have ceased operating over 6 years ago and is currently in an unkempt condition.

The site is bounded to the north and east by two-storey residential properties along Kingsway, Burnside Drive, and Brookthorpe Avenue respectively. To the south-west corner, there are several single and two-storey commercial buildings, a vacant residential property, and a group of disused single-storey structures that previously served the club and were most recently occupied by an authorised mosque. Across Mauldeth Road, there is a parade of local shops, a restaurant, and other commercial premises, alongside further residential dwellings. On the opposite side of Kingsway,

the site faces a children's day nursery, a mosque/community centre, and a vacant building.

The site itself consists of an overgrown grassed area interspersed with hardstanding, a vacant two-storey building, and several single-storey structures. It is enclosed by a mix of brick walls, timber fencing, concrete panels, and temporary metal fencing. A row of tall Cypress trees lines the southern boundary. Access to the site is provided via two sets of vehicular gates on Mauldeth Road and another set on Kingsway. Telecommunications masts and associated equipment cabinets lie immediately adjacent to the Kingsway and Mauldeth Road boundaries, alongside an advertisement hoarding to the south-western corner fronting Kingsway.



Aerial View – application site indicated by red line (Extract: Google Maps)

No listed buildings are located within the curtilage of the site and the site is not located within a designated conservation area.

The surrounding area features a mix of uses, though it is primarily residential in character. The site is bordered to the west by Kingsway, a busy main arterial route. Mauldeth Road train station is situated a short distance to the north-west.



View of site from access gate on Mauldeth Rd



View of site from Kingsway looked southwards



View of site looking southwards from Burnside Drive



View of site looking southwards from Burnside Drive



View of site from the junction of Mauldeth Road and Avonlea Drive

Background

Following the end of its use by the cricket club, the application site has experienced a series of environmental and planning-related issues. These have included unauthorised activities that have prompted enforcement action, such as the creation of a car park at the northern end of the site, the dumping of imported materials and frequent complaints regarding fly-tipping and the general condition of the land. Additionally, the site has hosted various temporary events, including car boot sales and drag racing.

The vacant building on the site has also been the subject of numerous complaints, particularly concerning unauthorised use, anti-social behaviour and criminal activity.

The Proposal

Planning permission is sought to redevelop the former cricket club for residential use. The proposal involves a total of 66 dwellings comprising 53 x 3 and 4 bed houses and 13 x 1 bedroom apartments following demolition of existing buildings.

The development is proposed to be served via a new internal access road off Mauldeth Road and includes garden areas, new tree planting, boundary treatment and car parking areas, comprising a mixture of private driveways, communal parking for the apartments and forecourt parking to the Mauldeth Road frontage.

The 13 apartments are being provided as affordable housing, offered at a discounted market rate.

To compensate for the loss of the cricket pitch, a financial contribution is proposed to support the development of replacement cricket facilities at Cringle Playing Fields, located approximately 0.5 miles to the south.

Consultations

Local Residents/Occupiers – 157 representations have been received from neighbouring residential occupiers, including 139 objections along with an online petition with 349 signatories, 14 representations in support and 4 neutral responses. Principal comments are summarised below:

Support

- The land is such a mess, the proposal can only be positive.
- More housing is required.
- There is a shortage of housing and this would be a good use of space. There are several green spaces near the area which can be used for recreation; however land is in short supply.
- The land in question and the immediate area around has rapidly deteriorated and is unkempt. The application is therefore supported.
- The estate would be a welcome addition to Burnage and make the area cleaner and better

Neutral

- Every effort has to be made for these homes to be owned by local families that get a chance to settle in the area and become part of our vibrant community, instead of ending up as multi-occupancy housing.
- An element of the green space should be retained for the local communities benefit.
- More than 20% should be allocated to social/affordable houses which the area is desperate for.

Objections

- The proposal would exacerbate traffic congestion in the area further impacting traffic at the junctions of Mauldeth Road, Broadhill Road and Kingsway.
- There are too many houses on such a small site and the mix of the houses is not correct.
- The schools in the area are already full as are the local facilities and doctors and dentists. There is simply not the infrastructure in existence at the moment to handle the increase in traffic and demand for services.
- The location would be prone to accidents due to the condition of the nearby roads, particularly Kingsway intersection.
- The area is already heavily congested, particularly during peak hours, with significant traffic issues causing delays for residents. The addition of further

residential units will only worsen these problems, putting additional strain on local infrastructure. The junction with Kingsway is already a major bottleneck.

- Residents already struggle with a lack of available parking. Adding more homes and apartments to the area will only make the problem worse.

- It is concerning that this development appears to threaten an existing place of worship, which serves as an important community hub. Losing this facility to make way for housing is unacceptable.

- The introduction of 66 new dwellings represents a significant increase in density that is disproportionate to the existing infrastructure and services. This overdevelopment could lead to a decline in the quality of life for current residents due to increased noise, reduced privacy, and strain on local amenities.

- The proposed development does not appear to provide adequate parking facilities for the number of dwellings planned. This will likely exacerbate existing parking problems in the area, leading to increased congestion and potential safety hazards for both residents and visitors.

- The proposed site is located near a busy junction at Kingsway and Mauldeth Road which already experiences high levels of traffic congestion, particularly during peak hours and on the School run of Mauldeth Primary School in the morning. The addition of 66 new dwellings will inevitably increase traffic, exacerbating congestion and potentially increasing the risk of accidents.

- The proposed development would result in the permanent loss of a valuable green space that has historically served as a recreational and community asset. In a densely populated area like Burnage, such open spaces are crucial for mental and physical well-being.

- This land was originally designated for sports and recreational activities, specifically for the benefit of local youth. It has long served as an important space for sports and community engagement, providing young people with a safe and accessible environment for physical activity. The removal of this local sports field for housing not only disregards its intended purpose but also deprives our community of a vital green space that contributes to health, well-being and social cohesion.

- The construction of apartment blocks in particular would be out of context in an area dominated by two-storey family homes, leading to visual harm and potential overshadowing of existing properties.

- The former cricket ground has, over time, become a haven for local wildlife, including birds, insects, and small mammals. Its development would lead to significant habitat loss and biodiversity decline. There are no clear plans for environmental compensation or enhancement.

- The construction process for a development of this scale would bring significant disruption to the area, including noise, dust, and construction traffic.

- The applicant has only agreed to meet the 20% requirement for social housing by offering flats. It is felt that this is no contribution to local housing needs or for homeless families
- There is not a mix of dwellings and there are too many 4 bedroom dwellings proposed.
- There is no assessment of daylight/sunlight and the impact to neighbouring dwellings.
- The proposal does not take into account the impact of the additional approved construction of a new development on the site of the current B&M Store on Kingsway. With two construction sites in very close proximity there would be a harmful impact to the air quality, local traffic flows etc.
- The Air Quality Assessment does not take into account the consequences of the two developments' demolition and construction and other phases of the developments being simultaneously conducted.
- The application does not include examples detailing the design and layout such as that proposed.
- The community consultation, which indicates a majority of local residents are against the development, has not been given due consideration in the application.
- The proposal does not meet the demands and requirements of elderly people.
- Cringle Fields is not a suitable location for the proposed grass cricket pitch due to the lack of protection for the new pitches from damage to be caused by vandalism/misuse. Further information is required on the exact location of the cricket pitch.
- The proposal is contrary to Sport England policy. Further assessment needs to be undertaken with regards to the proposed mitigation. The proposals contained in the Sport Mitigation Strategy and Agronomy Report do not confirm that the proposed pitch is a viable ongoing proposal and no assessment has been made to consider the consequences of ball strikes.
- The proposal seeks to justify the loss of the cricket ground by remaking it within an existing sports ground. This is not replacing it, because the land that is being used is already a sports ground. It would only be a replacement if the land for the new cricket ground was not a current sports ground. Further, there is no provision for a new clubhouse at Cringle Playing fields, which is part of the facilities at Burnage Cricket ground, so the replacement is not even matching the current facilities in this regard.
- Insufficient information has been supplied in relation to drainage and flood risk.
- The Council should buy the land and develop it for recreation and community use.

Highway Services

The following principal comments are made following consultation with Transport for Greater Manchester (TFGM):

Trip Generation and Junction Capacity

The submitted Transport Statement provides robust calculations for trip generation based on peak and off peak periods with 38 two-way vehicle trips in the AM peak and 32 two-way trips in the PM peak forecasted. The calculations show that the Mauldeth Road/Avonlea Drive junction is operating with spare capacity and any queuing was shown not to extend to the proposed site.

For traffic flows at the A34 Kingsway /Mauldeth Road junction it is forecast trips would increase by 27 vehicles during the weekday peak and 22 vehicles during PM peak (one additional vehicle every two minutes).

To the east proposed development would increase traffic along Mauldeth Road by 11 vehicles in AM peak and 10 vehicles in PM peak (one additional vehicle every 6 minutes).

Based on these calculations, the proposal is not considered to be significant and therefore the proposed development is not considered to have a detrimental impact on the highway network.

Highway Safety

Figures provided on recorded incidents indicate that highway safety is not considered to be significantly affected by the proposed development.

Access and Parking

64 of the 66 dwellings will be accessed via Mauldeth Road. Plot 15 and Plot 16 would have driveways directly from Mauldeth Road. 100% parking provision is proposed for the houses which is considered acceptable.

For the apartments 7 communal spaces are proposed, equating to a ratio of 54%. census data shows that 51% of residents living in apartments within the area do not have access to a car or van. The proposed ratio is therefore considered acceptable given the accessible nature of the site.

It is noted that all other existing vehicle access points would be removed. These should be reinstated as footway

The submitted drawings indicate that visibility splays at the proposed Mauldeth Road access is acceptable. A TRO should be in place at the proposed site access to protect this visibility.

Swept path analysis shows that a refuse vehicle serving the site can access the site, manoeuvre the proposed turning head and egress the site safely.

The adopted access road requires a 20mph speed limit in alignment with the surrounding residential highway network which would require the progression of an associated TRO.

Pedestrian Access

A pedestrian access would be in place with the main access from Mauldeth Road and a secondary pedestrian access off Kingsway. This is acceptable.

Electric Vehicle Charging

EV charging should be provided at each driveway space. Communal parking should have a minimum of 20% provision with ducting for future charging.

Cycle Parking

Secure and sheltered cycle store proposed (100% provision) is proposed for both the houses and apartments which is acceptable.

Waste Management

The waste collection arrangement are acceptable. The submitted drawing demonstrates that a 11.5m refuse vehicle can access the site, manoeuvre the proposed turning head and egress the site safely.

Travel Plan

A Framework Travel Plan has been provided as part of the application. The Framework Travel Plan includes objectives, targets and indicators, management strategy, measures to encourage sustainable travel, marketing strategy and a monitoring and a draft action plan. The development, submission, implementation and monitoring of the Travel Plan should be included in the conditions of any planning approval.

Construction Management

A Construction Management Plan should be submitted prior to the start of works. A condition is recommended.

Off-site Highway Works

-A condition should be included to require various offsite highway works including the provision of TROs, the reinstatement of footway to redundant vehicular cross overs, the resurfacing of adjoining footway, new tactile paving to the site access and traffic calming measures.

Arboriculture

The site has two Cat A trees within influencing distance of the proposed development (T5 belongs to MCC) and therefore the focus is to ensure that these trees are

adequately protected during the development and any excavation works. Conditions are advised in relation to tree protection measures and root protection zones, along with suitable mitigation planting.

Environmental Health

No objection. Conditions are advised in relation to the remediation of ground conditions, construction management, acoustic insulation, waste management, air quality and electric vehicle car charging.

Sport England

Notwithstanding the non-statutory status of the consultation Sport England objects to the proposed development as it has not been demonstrated that it complies with Exception 4 of Sport England's Playing Field Policy or paragraph 104 of the NPPF

Sport England's policy is to oppose the granting of planning permission for any development which would lead to the loss of, or prejudice the use of:

- all or any part of a playing field, or
- and which has been used as a playing field land remains undeveloped, or
- land allocated for use as a playing field

The proposal has been assessed against the requirements of Sport England's Playing Fields Policy Exception 4. The applicant is not proposing to replace the loss of playing field in another location and as such Sport England object as the quantum of playing field would not be replaced.

Sport England objects to the application due to the loss of natural turf playing field including for which there is currently insufficient information in relation to the proposed mitigation to enable Sport England to provide a substantive response.

Manchester Active

The creation of a new cricket pitch at Cringle Playing Fields is supported. The full costs for mitigation need to be submitted and secured via a S.106 agreement as the existing deficiency of pitches would be exacerbated further unless a quantitative and qualitative replacement is secured and implemented.

It is considered that the proposed mitigation package is acceptable, subject to agreement of maintenance costs.

The actual design and construction of the cricket pitch must go through the Council's procurement process. The pitch design and technical specifications would be commissioned via the Council for which the Council would commit to ensuring the pitch design and specifications consider the constraints and requirements set out in the submitted Agronomy Report, to ensure full compliance with English Cricket Board (ECB) Performance Quality Standards.

Greater Manchester Ecology Unit (GMEU)

As per the submitted Preliminary Ecological Appraisal (PEA), it is noted that the site is predominantly modified grassland which appears to be well managed and therefore has limited value for protected/priority species with the exception of hedgehogs. The hedgerows and trees on the peripheries may support nesting birds. Further information is required on how hedgehogs would be safeguarded. The enhancement measures including bat and bird boxes recommended within the report should be followed.

A condition is requested for no works to take place during the peak bird nesting season.

In terms of Biodiversity Net Gain (BNG), the proposal would result in a loss of -1.03 Habitat Units (-42.57%) and a gain of 1.90 Hedgerow Units (1557.20%). The trading rules are not satisfied.

The report states: 'It is not possible to achieve 10% Biodiversity Net Gain on site. To achieve this it will be necessary to obtain an additional 1.28 habitat units.' – the report must indicate how the applicant intends to achieve a minimum 10% gain, e.g. by purchasing offsite credits from a third-party provider etc, so that GMEU can be confident that the gains can be secured. Full details of the offsite provider and how the application will meet 10% net gain offsite can be provided at the condition stage.

In conclusion, there is currently insufficient information provided for the BNG assessment for GMEU to be satisfied that the gains can be obtained and secured either onsite or offsite. A more robust clearance plan to safeguard hedgehog should also be provided. The application should not be determined until this information has been provided.

Flood Risk Management

No objection. Conditions are requested in relation to surface water drainage and for its subsequent maintenance.

United Utilities

No objection. Conditions are requested in relation to surface water drainage and for its subsequent maintenance.

Greater Manchester Police (Design for Security)

Subject to the layout issues highlighted and summarised within the Executive Summary of the submitted Crime Impact Assessment being adequately addressed, the application is supported. If the Council is minded to approve the application, it is recommended that a condition should ensure the scheme is constructed in accordance with Sections 3.3 and 4 of the submitted Crime Impact Statement and/or that the proposal achieves Secured by Design (SBD) accreditation.

Other matters

Consultation & Publicity

The proposal, by virtue of the number of proposed dwellings has been classified as a small- scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) and a site notice has been displayed at the application site.

Policy

Local Development Framework

The Development Plan consists of:

- The Manchester Core Strategy (2012);
- Saved policies of the Unitary Development Plan for the City of Manchester (1995); and
- Places for Everyone Joint Development Plan.

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

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

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

The following policies within the Core Strategy are considered relevant:

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

Policy DM1 (Development Management) - states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and

appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection. Relevant policies in the Core Strategy are detailed below:

Policy H1 (Overall Housing Provision) – Identifies the requirements for provision of new residential development across the City. The principle for the redevelopment of the site to provide 76 no. affordable residential units (affordable rent and shared ownership) has been previously established. The current proposals do not alter the number or tenure of the residential properties to be provided at the site.

Policy H6 (South Manchester) – South Manchester is identified as providing 5% of new residential development over the plan period. It identifies that high density development will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes.

“Outside of district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing”. The density of development, which is unchanged by this current application, was previously considered acceptable given it would deliver affordable housing and would assist in meeting identified shortfalls of housing types within south Manchester.

Policy H8 (Affordable Housing) - The following requirements for affordable housing or an equivalent financial contribution, as set out in Providing For Housing Choice, or any future published SPD and Planning Guidance, currently apply to all residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed.

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

2. The proportion of affordable housing units will reflect the type and size of the development as a whole; and where appropriate provision will be made within Section 106 agreements to amend the proportion of affordable housing in light of changed economic conditions, subject to a financial viability assessment.

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

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

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

There is a need for additional housing provision for older people or disabled people either as affordable or market housing dependent on the results of a financial viability assessment of the scheme.

5. The Council will also consider the provision of affordable housing which is delivered by taking advantage of other equity based products in addition to those options identified.

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

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

Policy EN10 (Safeguarding Open Space, Sport and Recreation Facilities) - The Council will seek to retain and improve existing open spaces, sport and recreation facilities and provide a network of diverse, multi-functional open spaces. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent replacement space will be provided in the local area or the site has been demonstrated to be surplus.

Policy EN12 – Area priorities for Open Space, Sport and Recreation Facilities – sets out the priorities for open space in each of the five key areas of the city, including that development involving open space, sport and recreation facilities in the south area

should enhance the quality of existing provision and use opportunities to address deficiencies.

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

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

Policy EN16 (Air Quality) – states that the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself.

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

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

Policy EN19 (Waste) states that the Council will require all developers to demonstrate the proposals consistency with the principles of the waste hierarchy.

Policy T2 – (Accessible areas of opportunity and need) – sets out strategy for managing the pattern of development to improve accessibility in the city, stating that car parking standards are maximums and cycle and disabled car parking standards are minimums, with account for circumstances at the council's discretion.

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

Policy PA1 (Developer Contributions) – states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions to amongst other matters, affordable housing and will be assessed on a site by site basis.

The nature and scale of any planning obligations sought will be related to the form of development and its potential impact upon the surrounding area. Where appropriate, any such provision will be required to be provided on site.

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

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

Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

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

Places for Everyone Joint Development Plan.

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. The plan was adopted in March 2024 and now forms part of the City's Local Development Framework.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car.

Relevant policies of PfE in this instance are:

JP-S1: Sustainable development
JP-H1: Scale, Distribution and Phasing of New Housing
JP-H2: Affordability of New Housing
JP-H3: Type, Size and Design of New Housing
JP-H4: Density of New Housing
JP-P1: Sustainable Places
Policy JP-G2: Green Infrastructure Network
Policy JP-G6: Urban Green Space
Policy JP-G8: A Net Enhancement of Biodiversity and Geodiversity
Policy JP-P7: Sport and Recreation
Policy JP-C8: Transport Requirements of New Developments
Policy JP-D2: Developer Contributions
Policy JP-Strat9: Southern Areas

The Guide to Development in Manchester (SPD) (2007)

The Guide to Development in Manchester is a supplementary planning document which contains core principles to guide developers. The document offers design advice and sets out the City Council's aspirations and vision for future development and contains core principles to guide developers to produce high quality and

inclusive design. The principles that development should seek to achieve, include, character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

Other material policy considerations:

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

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

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.

The South Manchester Strategic Regeneration Framework (2007) - The South Manchester SRF was adopted prior to the preparation of the Core Strategy policies, however, it formed an important document in the formulation of the priorities for South Manchester that were subsequently contained in a number of the adopted policies particularly in relation to housing priorities. One of the key issues identified in the SRF was to provide a wider choice of housing for attracting and retaining

residents and that future housing developments need to focus on providing high quality family accommodation.

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.

- 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.

Planning for Sport (June 2019, as updated April 2024) - This SPD was made by Sport England provides guidance on planning applications relevant to formal and informal opportunities for sport and physical activity, as well as guiding Sport England's engagement with the planning system. The document contains twelve planning-for-sport principles to guide planning applications relating to opportunities for sport.

Playing fields policy and guidance (2018, as updated 2021) - This SPD was produced by Sport England and provides specific guidance on applications affecting playing fields.

National Planning Policy Framework

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

The Framework underlines a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF. Sections 4, 5, 11, 12, 14 and 15 are considered relevant to the consideration of this application.

National Planning Policy Guidance

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy.

The relevant sections of the NPPG in this case are as follows:

Noise - 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 - 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.

Air Quality – Guidance states that when air quality is considered relevant to a planning application, which includes when proposals:

- Give rise to potentially significant impact (such as dust) during construction for nearby sensitive locations;
- Significantly affect traffic in the immediate vicinity of the proposed development site or further afield; or
- Expose people to existing sources of air pollutants. This could be by building new homes, workplaces or other development in places with poor quality.

Principle

The proposed development is considered acceptable in principle. It would make efficient use of a partial brownfield site that is currently in a neglected state, while also contributing to both local and national housing growth targets.

Policy H1 sets out the strategic framework for housing growth across the city. Between 2009 and 2027, approximately 60,000 new homes are required. This growth is primarily directed towards the North, East, City Centre, and central areas of Manchester, locations that fall within the Regional Centre and inner city zones. This approach responds directly to Manchester's expanding economy and its rapidly growing population, which is expected to increase significantly over the next two decades.

New developments are therefore expected to support this growth strategy by being located in appropriate areas, meeting housing demand, and helping to create high-quality, desirable neighbourhoods.

Policies SP1 and H1 promote the redevelopment of previously developed land, including the regeneration of areas with poor-quality housing stock.

Policy H6, which specifically addresses housing in this part of the city, prioritises family housing and high-quality, high-value developments where viable. However, it also permits high-density housing within or near the Regional Centre, district centres, or along routes served by frequent public transport.

The supporting text to Core Strategy Policy H6 further reinforces the preference for larger family homes in areas outside district centres in South Manchester. It highlights the importance of increasing housing choice by adding more larger units to the housing stock, particularly on higher-value sites, to retain or attract higher income households and to help free up under-occupied properties.

The site is identified in the City Council's Strategic Housing Land Availability Assessment (SHLAA), which evaluates land suitable for residential development. The 2024 assessment indicated the site could accommodate 59 units, which was revised to 66 units in the 2025 update, comprising 53 houses and 13 apartments.

In principle, the site is therefore considered suitable for residential development. Its redevelopment presents an opportunity to regenerate a neglected and untidy area, reduce anti-social behaviour, and diversify the local housing mix, including the provision of affordable homes.

The site's highly sustainable and accessible location ensures strong connections to public transport, employment hubs, educational institutions, and recreational amenities.

Consideration of the more specific planning issues, including the impact to the operation of the local highway, the loss of cricket provision and the impact of the proposal upon its surroundings and adjoining occupiers, is outlined further below.

Use and Amount

The proposed development would deliver a total of 66 new dwellings, comprising a balanced mix of housing types to meet a range of local needs. Following the demolition of the existing caretaker's house, the proposal would introduce 13 one-bedroom apartments alongside 53 three and four-bedroom townhouses. All units have been designed to exceed local space standards, ensuring high-quality living environments throughout. The accommodation breakdown is as follows:

7 three-bedroom townhouses (minimum internal area: 90 sqm);
46 four-bedroom townhouses (minimum internal area: 111 sqm);
13 one-bedroom apartments (minimum internal area: 37 sqm).

This mix supports a diverse and inclusive community, offering homes suitable for individuals, couples, and families alike, while contributing positively to the local housing supply.

Site Layout

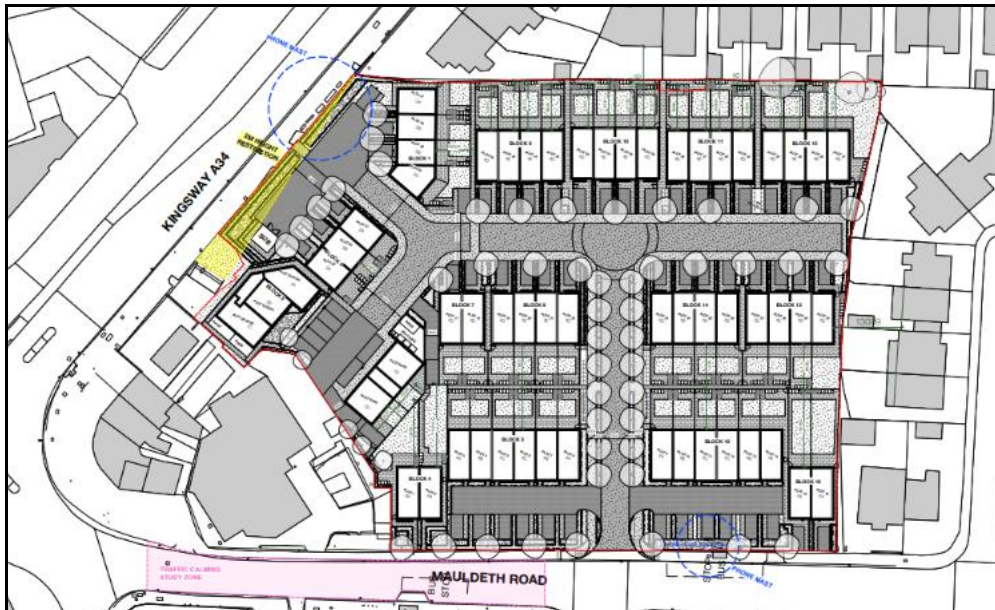
The application site is of an irregular shape, with the proposed layout designed to respond to a range of physical constraints, whilst allowing for the proposed residential units to be street facing. The configuration seeks to safeguard the amenity and setting of neighbouring residential properties along Kingsway, Brookthorpe Avenue, Mauldeth Road and Burnside Drive, as well as from the impact of commercial premises located at the south-western corner of the site.

A key influence on the layout has been the presence of telecommunications infrastructure, including masts, equipment cabinets, and underground cabling positioned along Kingsway and Mauldeth Road. These constraints have necessitated a substantial setback of the proposed residential blocks from the respective road frontages, ensuring appropriate separation and operational clearance.

To Kingsway, the proposal involves a three-storey apartment block, incorporating accommodation within the roof space, alongside a row of two-storey family dwellings. These are positioned behind a landscaped buffer which accommodates the existing telecommunications mast and contributes positively to the street scene. A communal car park serving the apartment block is located in the south-western corner of the site.

Fronting Mauldeth Road, the development proposes rows of three-storey townhouses, positioned behind a landscaped verge and forecourt parking bays to accommodate existing infrastructure. To the rear of these townhouses, two further rows of family dwellings are proposed, each benefitting from private gardens and individual driveways for off-road parking.

Vehicular access to the development is to be provided via a new internal access road off Mauldeth Road which serves all proposed dwellings and apartments, with the exception of a pair of semi-detached dwellings adjacent to No. 227 Mauldeth Road, which are proposed to be accessed independently via direct vehicular access from Mauldeth Road.



Proposed site layout

The proposed layout is considered to represent a well-considered and contextually responsive design solution given site constraints. It achieves an appropriate balance between built form, off-street parking provision, and amenity space, whilst respecting the constraints imposed by existing infrastructure and neighbouring land uses and realises the site's potential without compromising the character or appearance of the surrounding area. The proposal is therefore considered acceptable in design terms and compliant with relevant planning policies and guidance.

Design, Scale and Appearance

The proposed development consists of a mix of two and three-storey urban blocks, designed to respond sensitively and appropriately to the established local scale. The massing, block heights, and footprints have been purposefully aligned with the surrounding residential context, including the increase in building height at the Kingsway/Mauldeth Road junction to ensure a cohesive and contextually appropriate form. Building heights range from 2.5 to 3 storeys, corresponding to ridge heights of approximately 8.5 to 11.1 metres. This scale is considered to facilitate an acceptable transition between the new development and neighbouring properties, allowing the site to integrate comfortably within its setting.

The proposed design embraces a traditional aesthetic, drawing inspiration from the distinctive character of Burnage Garden Village. Key design cues such as roof pitches and window proportions have been reinterpreted to reflect the area's local vernacular. The arrangement of streets and the interface between public and private spaces have similarly been informed by the garden village typology, with features such as grass verges and hedgerow boundaries contributing to a familiar and legible streetscape.

In terms of appearance, material selection features a combination of red and white brickwork, complemented by red roof tiles, representing materials chosen to reflect and reinforce the established character of Burnage, particularly its garden village

heritage. The exact specification of these materials would be secured through a planning condition.

Overall, the proposal represents a high-quality design response that would significantly enhance the visual character of the site, whilst contributing positively to the street scene without appearing overbearing or out of place.

Below is a selection of images to give an impression of how the proposed development would appear in the street-scene.



CGI of Mauldeth Rd street-scene showing the new access road



CGI showing proposed Kingsway street-scene



CGI showing view along new internal access road looking towards Kingsway

■ 4 BED TOWNHOUSES ■ 1 BED APARTMENTS
■ 3 BED HOUSES



Image showing proposed massing, layout and housing split

Impact to the Playing Field

Development Plan and Sport England's Playing Fields Policy generally oppose the loss of green or open spaces, especially where it involves the removal of a playing pitch. However, the policy allows for exceptions where the loss is offset by the provision of equivalent or better replacement facilities.

In this case, the proposed development would lead to the loss of an existing cricket playing field which has been vacant, unused and in a neglected state for over 6 years.

Schedule 4(z) of the Town and Country Planning (Development Management Procedure) Order 2015 states that Sport England is only required to be a statutory consultee for development which:

i. Is likely to prejudice the use, or lead to the loss of use, of land being used as a playing field; or,

ii. Is on land which has been –

(aa) used as a playing field at any time in the 5 years before the making of the relevant application and which remains undeveloped; or,

(bb) allocated for use as a playing field in a development plan or in proposals for such a plan or its alteration or replacement; or,

iii. Involves the replacement of the grass surface of a playing pitch on a playing field with an artificial, man-made or composite surface.

As the above criteria does not apply, Sport England is not a statutory consultee for the proposed development.

Notwithstanding this, it is important to reference Sport England's objection to the proposal due to the loss of a playing field, unless the proposal would meet of the their 5 specified exception tests.

- Exception 1 - A robust and up-to-date assessment has demonstrated, to the satisfaction of Sport England, that there is an excess of playing field provision in the catchment, which will remain the case should the development be permitted, and the site has no special significance to the interests of sport.
- Exception 2 - The proposed development is for ancillary facilities supporting the principal use of the site as a playing field and does not affect the quantity or quality of playing pitches or otherwise adversely affect their use.
- Exception 3 - The proposed development affects only land incapable of forming part of a playing pitch.
- Exception 4 - The area of playing field to be lost as a result of the proposed development will be replaced, prior to the commencement of development, by a new area of playing field:
 - of equivalent or better quality, and
 - of equivalent or greater quantity, and
 - in a suitable location, and
 - subject to equivalent or better accessibility and management arrangements.
- Exception 5 - The proposed development is for an indoor or outdoor facility for sport, the provision of which would be of sufficient benefit to the development of sport as to outweigh the detriment caused by the loss, or prejudice to the use, of the area of playing field.

In light of the wider shortfall in pitch provision across Manchester, the proposal acknowledges the importance of aligning with Sport England's policy framework, particularly Exception 4, which supports the provision of alternative facilities where justified.

To address this, a comprehensive Mitigation Strategy has been submitted, detailing the process undertaken to identify a suitable replacement site. The strategy outlines a targeted response to local sporting priorities and identified needs, culminating in a proposal for significant investment in new facilities at Cringle Playing Fields which would be secured by way of a S.106 agreement.

The scheme includes the creation of a new fine-turf cricket square and outfield, alongside a Non-Turf Pitch (NTP), effectively replacing the disused facilities at Burnage Cricket Club. The mitigation package also incorporates funding future

maintenance, professional fees for planning and project management, and utility investigations to support delivery.

The proposed new facilities at Cringle Playing Fields are expected to deliver substantial benefits for cricket in a key priority area for the Lancashire Cricket Foundation (LCF), addressing nearly 50% of the city-wide shortfall in fine turf pitch match equivalents. This represents a major contribution to local sports infrastructure and community wellbeing.

Cringle Playing Fields lies approximately 0.5 miles from the application site and is an existing playing field. The mitigation strategy is considered sufficient to overcome concerns given the constraints around site availability and the significant works required to reinstate former playing fields. Manchester City Council Playing Fields Strategy supports a flexible approach and in this instance, the proposal broadly align with its guidance and Manchester Active are supportive of the approach proposed.

Overall, the proposed mitigation strategy would deliver meaningful social and sporting benefits for the local community and is considered to meet, and in some respects exceed, the policy requirements set out in paragraph 104(b) of the National Planning Policy Framework (NPPF) and Policy EN10 of the Core Strategy. On this basis, the proposed mitigation is considered satisfactory.

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 would 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 application has been accompanied by a Viability Assessment, which outlines that the viability of the scheme has been considered in line with best practice. The Assessment has been separately independently assessed as part of the consideration of the application

The Assessment indicates that a policy compliant scheme for the sites redevelopment delivering 20% affordable units would result in a deficit against the existing use value of the site and would therefore be unviable if it were to provide any affordable housing units. Whilst this assessment has been independently verified the applicant has voluntarily offered the 13 apartment units to be offered for discounted market sale, equating to 80% of open market value, therefore complying with policy. The affordable units would be secured by way of a S.106 agreement which would include a requirement for the retesting of viability and any potential clawback of provision.

Residential Amenity

Given the established residential character of the surrounding area, existing background activity, and the site's location adjacent to a key arterial route, the

introduction of a new residential development is not anticipated to result in any significant or unacceptable impacts on the amenity of nearby occupiers in terms of noise, disturbance, or general activity.

Whilst it is acknowledged that the proposed development would generate a different level and pattern of activity compared to the site's former use as a playing field which was previously used for cricket, other sports, and occasional social events, the level and nature of activity associated with residential use is considered typical for a suburban setting such as this. Any associated impacts are expected to be modest and capable of being appropriately mitigated.

The relationship between the proposed buildings and the most sensitive neighbouring properties has been carefully considered. The scale and siting of the development, along with the interface distances equating to approximately 13 metres (gable to window) to properties on Brookthorpe Avenue and around 16 metres (window to window) to those to the north on Burnside Drive is not expected to give rise to any undue impacts in terms of overlooking, overshadowing, or an overbearing presence. There are similar relationships within the wider area and across Manchester and as can be seen from the below aerial map extract, the proposed development broadly accords with local pattern and density of development which neighbours the site to the east, which includes three rows of properties fronting Mauldeth Road and Brookthorpe Avenue.



Arrow indicating application site and rows of existing properties to the east (Extract: Google Maps)

To safeguard the amenity of future residents, a number of planning conditions are proposed. These include requirements for acoustic insulation, effective waste management arrangements, and a restriction preventing the use of the dwellings as Houses in Multiple Occupation (HMOs) or serviced accommodation. These measures would ensure that both existing and future occupiers are protected from any adverse effects.

On this basis, the impact of the proposed development on residential amenity is considered to be acceptable.

Impact to the Highway

A significant proportion of the objections received relate to the perceived impact of the proposed development on the local highway network, particularly concerns around traffic congestion and highway safety at the Kingsway/Mauldeth Road and Broadhill Road junctions, and the potential for increased on-street parking pressure.

In response to these concerns, the application has been reviewed in consultation with both Highway Services and Transport for Greater Manchester (TfGM). Based on their assessments, it is concluded that the proposed development is unlikely to result in a material increase in vehicular trips or parking demand that would adversely affect highway capacity or safety.

The site benefits from decent public transport accessibility, with frequent bus services operating along Kingsway and Mauldeth Road railway station located within walking distance to the west. Further, some of the historic traffic and parking issues in the area have been alleviated following the closure of an unauthorised place of worship previously located at the southwestern corner of the site.

The submitted Transport Statement provides a robust assessment of highways and transport matters, underpinned by industry-standard modelling. The analysis demonstrates that the forecasted trip generation and junction capacity impacts fall well within acceptable thresholds.

The proposed access from Mauldeth Road has been reviewed and is considered acceptable in terms of both design and safety. The new junction layout is consistent with the character of the surrounding highway network and has been demonstrated to operate effectively. The internal site layout also supports safe and efficient movement, with access arrangements considered adequate to serve the scale of the proposed development.

Traffic generation associated with the development is expected to be minimal when considered against existing traffic volumes at the junction. The scale of the proposal falls below the threshold at which a formal traffic impact assessment would typically be required and no significant impact on the wider highway network is anticipated.

However, it is considered that mitigation is required due to the site specific circumstances. The applicant has proactively explored additional measures. While a pedestrian crossing was considered, its implementation would require the relocation of an existing bus stop and the removal of on-street parking bays which would be likely to result in greater disruption and parking problems than be of benefit.

Instead, the applicant has committed to funding traffic calming measures along Mauldeth Road. The scope and feasibility of such measures would be secured and explored further through a planning condition.

To enhance pedestrian and cycle infrastructure, the northern footway along Mauldeth Road is proposed to be widened to a minimum of 2 metres where necessary. Within the site, footways would connect to the existing network on Mauldeth Road and provide a pedestrian and cycle link to the A34 Kingsway. Dropped kerbs with tactile paving would be installed at the site access, and new Traffic Regulation Orders would be introduced to prevent parking at the new junction.

The internal road layout is considered appropriate to serve the development, with the proposed parking provision considered sufficient. Each house would benefit from one dedicated parking space (100% provision), while the apartment block would be provided with 7 communal spaces, equating to a 54% provision. This is considered acceptable in light of Census data indicating that 51% of apartment residents in the area do not own a car or van, and given the site's high accessibility.

In terms of cycle parking, each house would include a secure, covered bike store for two bicycles within the garden area, whilst the apartments would be served by secure, covered communal cycle storage at a ratio of one space per unit. This provision would be supported by a Travel Plan, secured by condition, to promote sustainable travel choices and reduce reliance on private vehicles.

In summary, the proposed development raises no significant concerns in relation to traffic generation, highway safety, or parking provision. The scheme has been designed to integrate with the existing transport network and includes enhancements to pedestrian and cycle infrastructure. As such, it is not considered that there highway or transportation grounds on which refuse planning permission.

Waste Management

The proposed development incorporates space for an appropriate number of standard sized receptacles, including recycling arrangements within the curtilage of each dwellinghouse, with communal, bin storage in the form of larger capacity (1100 litres) bins within a dedicated, ventilated area for the apartments. Residents of the houses would be responsible for managing their own waste for kerbside collection, whilst an management company would be responsible for the apartments.

Vehicular tracking demonstrates that for collection arrangements, a 11.5 metre long refuse vehicle can adequately enter, manoeuvre and egress the site safely and effectively.

A condition is included to ensure the waste management strategy is adhered to.

Inclusive Access

The proposed development incorporates measures to aid ease of access for all and is designed to provide accessible units to achieve compliance with Building Regulations. The units themselves are of a satisfactory size and offer an acceptable level of circulation space.

Trees and Landscaping

An Arboricultural Impact Assessment and a Tree Survey and Constraints Report have been submitted in support of the application. These documents confirm that a total of nine individual trees and four tree groups were surveyed across the site.

The proposed development would necessitate the removal of two individual trees and four tree groups, including a partial removal of Group G1, which comprises a mix of Category B and C trees. All remaining trees are to be retained and appropriately protected during construction.

The City Council's Arboriculturalist has reviewed the submitted assessment and raises no objection, subject to the use of a no-dig cellular confinement system within the Root Protection Areas (RPAs) of trees T4 and T5 and for all works within the RPAs of retained trees to be carried out in full accordance with BS 5837 standards.

While the loss of any trees is regrettable, it is noted that the affected trees are not subject to statutory protection. Their removal is not considered to result in a significant adverse impact on the visual amenity of the area and the impact would be mitigated through a comprehensive replacement tree planting scheme. The proposed site layout indicates a substantial number of new trees, particularly along the new internal road and site boundaries, along with new garden areas, grass verges and boundary hedges which would enhance both amenity and biodiversity above existing site conditions and represents a significant uplift in trees on site. The precise specification of the new planting is to be secured via an attached planning condition. On this basis, the impact on existing trees is considered acceptable.

Boundary Treatment

The submitted external works drawing indicates that boundary treatment comprises a combination of 2 metre high close boarded timber fencing and 0.6 metre and 1.8 metre high brick walls (with gaps for hedgehogs) to the dwellinghouses, with the apartments enclosed by 1.8 metre high metal railings. Hedgerow and ornamental planting to the is proposed to property frontages. The exact specification of all boundary treatment and hard surfaced areas would be agreed as part of an attached condition.

Ecology and Biodiversity

A Preliminary Ecological Appraisal accompanies the application which shows that the site has a low level of ecological value. No specific mitigation is required for habitat loss but the report does make several recommendations in relation to possible enhancements and precautionary measure for birds, bats and hedgehogs. Greater Manchester Ecology Unit concur with the assessment.

In terms of Biodiversity Net Gain (BNG) the submitted assessment demonstrates a baseline position of 2.43 habitat units and 0.12 hedgerow units. Proposed habitats are predicted to deliver 1.4 habitat units (-42.57%) and 2.02 hedgerow units (+1557.2%). The applicant has sought to maximise the provision of biodiversity features on site but a 10% on-site gain is not possible.

To achieve statutory 10% Biodiversity Net Gain, an additional 1.7 habitat units would be required through off-site mitigation via an off-site provider. The applicant has provided details as how this would be achieved.

In addition, ecological enhancements would be delivered on site through the provision of bat and bird boxes which would represent an improvement above current conditions. A further condition is included which requires the submission and agreement of such details, along with conditions for the protection of birds and mammals during works.

Overall, the proposed approach to biodiversity net gain aligns with national policy and the relevant policies of the Development Plan.

Air Quality

An Air Quality Assessment has been submitted with the application, evaluating potential impacts related to fugitive dust emissions during the construction phase, road traffic emissions during the operational phase, and the risk of future residents being exposed to existing air quality issues. The assessment also identifies any necessary mitigation measures.

During construction, potential air quality impacts from dust emissions were considered in relation to demolition, earthworks, building activities, and vehicle movements on and off the site. The assessment concludes that the proposed site-specific control measures are appropriate for a development of this scale and type, and would effectively mitigate impacts to acceptable levels.

In the operational phase, air quality impacts may arise from vehicle exhaust emissions generated by traffic to and from the site. There is also the potential for future residents to be affected by existing air quality conditions. To assess this, dispersion modelling was carried out to predict pollutant concentrations at sensitive locations, both with and without the development in place. These predictions were verified using local air quality monitoring data.

The modelling results indicate that traffic-related emissions from the development are not expected to cause significant air quality impacts at any nearby sensitive locations. Furthermore, predicted pollution levels across the site fall below relevant air quality thresholds, confirming that the site is suitable for the proposed use without requiring additional mitigation.

Nevertheless, a range of mitigation measures are proposed in accordance with Manchester City Council's Air Quality and Planning Technical Guidance aimed at reducing vehicle emissions associated with the development. These measures are considered suitable for a project of this nature and would help manage operational phase impacts.

In conclusion, based on the findings of the assessment, air quality is not considered a constraint to the proposed development. A planning condition is recommended to ensure compliance with the mitigation measures outlined in the assessment.

Drainage and Flood Risk

The proposed development site is situated within Flood Zone 1, which is classified as having a low risk of flooding.

In accordance with Government guidance on sustainable drainage systems (SuDS) for major planning applications, it is necessary to incorporate suitable surface water drainage measures.

The applicant has prepared a Flood Risk Assessment and Conceptual Drainage Strategy in collaboration with the Environment Agency, the Lead Local Flood Authority, and United Utilities. This assessment also confirms that safe and dry access to the site is available via Mauldeth Road, located to the south.

It is recommended that a detailed surface water drainage design be submitted as part of a planning condition. This should include verification of the system, as well as provisions for ongoing monitoring and maintenance.

Ground Conditions

A Phase 1 Desktop Study was submitted as part of the application, to determine potential contaminated land liabilities and geotechnical constraints in the context of the proposed residential development, the conclusions of which are accepted by Environmental Health. It is advised that a Phase 2 Assessment should be completed in accordance with the recommendations contained within Phase 1 assessment. An appropriate condition has been included, which will require the submission and approval of a more detailed site investigation report and any subsequent remediation strategy prior to the commencement of development. A further condition requiring a verification report to demonstrate the work is completed in accordance with agreed methodology is also included.

Environmental Standards and Climate Change

An Environmental Standards Statement has been submitted as part of the application, which outlines how the proposed development aligns with the relevant approved climate change action plans and Development Plan policies. The statement demonstrates how sustainable design principles and resource efficiency measures have been incorporated in accordance with the Energy Hierarchy, aiming to minimise the overall environmental impact of the scheme.

The development adopts a holistic low-energy design strategy, with a strong emphasis on a fabric-first approach. High performance standards are targeted in terms of U-values, air permeability, and ventilation, alongside the integration of low and zero carbon renewable technologies. Specifically, the proposal includes the use of air source heat pumps for water heating. EV charging provision is also required to include a charging point for each driveway space and 20% provision for the apartments to be secured by way of an attached planning condition.

In relation to the planning objective of reducing carbon emissions, the proposed development is expected to achieve a 64.2% reduction in emissions compared to the

baseline set by Part L1A of the Building Regulations. This significantly exceeds the Council's policy targets, ensuring full compliance with local planning policy.

Crime and Disorder

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

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

The proposed development would enhance site security by introducing natural surveillance, boundary treatment and a degree of guardianship to the playing field site that is not currently experienced and through the implementation of such measures, any impacts arising from crime or anti-social behaviour can be appropriately mitigated.

Construction Management

To ensure construction and demolition is effectively controlled and to prevent any disruption to existing occupiers in the area, a condition is included which requires the submission and approval of a construction management plan which details working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

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 apartments 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.

Legal Agreement

The application would be subject to a S.106 legal agreement to secure affordable housing provision in the form of the 13 apartment being available at a discounted market rate, along with a requirement for a financial contribution to support the delivery of the cricket pitch at Cringle Playing Fields.

Other Matters

A concern has been raised about potential disruption if the proposed development was to be constructed in tandem with another recently agreed development on the former B & M site a short distance to the north. Whilst this is unlikely, the impacts associated with both sites would be localised in nature and could be appropriately controlled through the operation of Construction Managements Plan for which an appropriate condition is attached.

Conclusion

The proposed development represents a positive reuse of a disused site that is no longer used for cricket and has been left to deteriorate. It would deliver good-quality residential accommodation, contributing to the city's housing mix in a location that is both highly accessible and sustainable. The scheme aligns with both local and national objectives to increase housing supply and is fully compliant with relevant planning policies.

The site is situated within an area of the city where residential development is considered acceptable in principle and would deliver a significant proportion of much-needed family housing. In this context, the development is considered to be in accordance with Core Strategy Policies H1 (Overall Housing Provision) and H6 (Housing Mix).

In addition, the design, scale, and appearance of the proposed development is considered appropriate given the surrounding context and its relationship with neighbouring buildings. The scheme would make efficient use of the available land and integrate well into its surroundings, delivering social, environmental, and economic benefits to the local area. The impact on highway operation and safety has been assessed as acceptable, and the loss of the former cricket pitches can be suitably mitigated through off-site provision. Accordingly, the proposed development is considered acceptable.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations – This application needs to be considered against the provisions of the Human Rights Act 1998. Under Article 6, the applicants (and those third parties, including local residents, who have made representations) have 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

MINDED TO APPROVE (subject to a S.106 agreement to ensure affordable housing provision and reprovision of cricket offer at Cringle Fields)

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.

Conditions to be attached to the decision

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:

A815_P_001A (Location Plan), A815_P_004A (Demolition Site Plan), A815_P_410C (Block Type A Elevations), A815_P_411C (Block Type B Elevations), A815_P_412C (Block Type C Elevations), A815_P_413D (Block Type D Elevations), A815_P_414B (Block Type E Elevations), A815_P_415B (Block Type F Elevations), A815_P_416A (Block Type G Elevations), A815_P_417A (Block Type H Elevations), A815_P_1001 (Detail Section AA), A815_P_310B (Block Type A/B Section), A815_P_1002 (Detail Section BB), A815_P_1000 (Detail Section CC), A815_P_110A, A815_P_312B (Block C/F Section), A815_P_313B (Block D/E Section), A815_P_314A (Block Type G Section), A815_P_315 (Block Type H Section), (Context Elevations), A815_P_111B (Site Sections), A815_P_310B (A815_P_140A (Block Type A Plans), A815_P_141A (Block Type B Plans), A815_P_142A (Block Type C Plans),

A815_P_143C (Block Type D Plans), A815_P_144A (Block Type E Plans), A815_P_145A (Block Type F Plans), A815_P_146B (Block Type G Plans), A815_P_147A (Block Type H Plans), received by the City Council as Local Planning Authority on 4 March 2025.

A815_P_101E (Proposed External Works Plan), A815_P_102C (Proposed Servicing Plan), A815_P_103B (Proposed Access Plan), received by the City Council as Local Planning Authority on 30 September 2025.

A815_P_100L (Proposed Site Plan), received by the City Council as Local Planning Authority on 7 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.

3) No above ground construction works shall commence until samples and specifications of all materials to be used in the external elevations and the hard landscaping around the buildings as detailed on the approved drawings have been submitted to and approved in writing by the City Council as Local Planning Authority. The submitted details shall include:

- i. baseline samples and specifications of all materials to be used on all external elevations including sample panels;
- ii. jointing and fixing details between all component materials and any component panels, details of any external ventilation requirements, details of the drips to be used to prevent staining and details of the glazing and frames;
- iii. A strategy for quality control management.

Thereafter 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, as specified in policies SP1 and DM1 of the Manchester Core Strategy and policy JP-H3 of the Places For Everyone Joint Development Plan.

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

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

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

Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the

environment. Membership of the Considerate Constructors Scheme is highly recommended.

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

5) 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) Prior to first occupation of the development hereby approved, 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 and policy JP-P1 of the Places for Everyone Joint Development Plan.

6) a) The development hereby approved shall be implemented in accordance with the submitted Phase I Geoenvironmental Site Assessment (Ref: 16-953-R1-2) prepared by E3P received by the City Council as Local Planning Authority on 4 March 2025.

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with the approved Site Investigation Report and/or Remediation Strategy.

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

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

the City Council as Local Planning Authority, prior to first use/occupation of the development.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development Plan.

7) In the event that ground contamination, groundwater contamination and/or ground gas, not previously identified, are found to be present on the site at any time after development commences, then development shall cease and/or the development shall not be occupied until, a report outlining what measures, if any, are required to remediate the land is submitted to and approved in writing by the City Council as local planning authority. The development shall then be carried out in accordance with these details, together with any previously approved Remediation Strategy.

Reason - To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy and policy JP-S1 of the Places for Everyone Joint Development.

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

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

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

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

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

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

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

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

1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

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

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

- Construction details of flow control and SuDS elements.

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

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

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan.

9) Prior to the first occupation of the development hereby approved details of the implementation of the surface water drainage scheme, as approved by Condition 9 together with the maintenance and management regime for the approved scheme shall be submitted for approval in writing by the City Council, as local planning authority. Those details shall include:

- Verification report providing photographic evidence of constructed flow control and SuDs components as per approved design drawings.

- Provide As Built construction drawings or confirm that they align with the original design construction drawings.

- Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

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

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies within the NPPF and NPPG , Core Strategy policies EN08 and EN14 and policy JP-S4 of the Places for Everyone Joint Development Plan Document.

10) No works to trees or shrubs shall occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present which has been agreed in writing by the local planning authority.

Reason - To ensure the protection of habitat of species that are protected under the Wildlife and Countryside Act 1981 or as subsequently amended and to comply with policy EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan Document.

11) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained within the Arboricultural Impact Assessment and Tree Survey and Constraints Report - Prepared by Amenity Tree, received by the City Council as Local Planning Authority on 4 March 2025 and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the buildings for their permitted use.

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

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Core Strategy and policy JP-G7 of the Places for Everyone Joint Development Plan.

12) Notwithstanding details submitted, none of the residential units hereby approved shall be occupied until there has been submitted to and approved in writing by the Local Planning Authority a plan indicating the positions, design, materials and specification of all new boundary treatment/gates to be erected. The development shall only be carried out in accordance with the approved details and shall thereafter be retained.

Reason - In the interests of security and 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.

13) Prior to first occupation of the residential units hereby approved and in addition to statutory biodiversity net gain requirements, a scheme for the enhancement of the site for ecological purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details should include bat and bird boxes. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason - Pursuant to biodiversity enhancement of the site, in accordance with policy EN15 of the Core Strategy and the National Planning Policy Framework and policy JP-G8 of the Places for Everyone Joint Development Plan.

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

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone Joint Development Plan.

15) Prior to the commencement of above ground works (excluding demolition), full details for the provision of secure and covered cycle parking provision for the development shall be submitted to and approved in writing. The approved details shall be installed prior to the first occupation of the development and be retained thereafter for use by people residing and visiting the development.

Reason - To ensure that there is adequate cycle parking for the development in order to comply with policies T1, T2 and DM1 of the Core strategy and policy JP-C6 of the Places for Everyone joint development plan document.

16) Prior to the first use of the car parking spaces and driveways hereby approved, a scheme for electric vehicle charging together with details of infrastructure to allow further future EVC conversion shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of the residential units hereby approved.

Reason - In the interest of air quality pursuant to policies SP1, DM1 and EN16 of the Manchester Core Strategy and policies JP-C8 and JP-S5 of the Places for Everyone Joint Development Plan.

17) Notwithstanding details submitted, a detailed Travel Plan shall be submitted to and agreed in writing by the City Council as Local Planning Authority prior to first

occupancy of the units hereby approved. In this condition a Travel Plan means a document which includes:

- (1) The measures proposed to be taken to reduce dependency on the private car;
- (2) A commitment to surveying the travel patterns during the first three months of the development and thereafter from time to time;
- (3) Mechanisms for the implementation of the measures to reduce dependency on the private car; and
- (4) Measures for the delivery of specified travel plan services; and measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

Within six months of the first use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (2) above shall be submitted to the City Council as local planning authority for approval. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the school, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD and policies JP-S1, JP-S1, JP-P1 and JP-C1 of the Places for Everyone Joint Development Plan.

18) a) Prior to the first occupation of the approved development, external lighting shall be designed and installed in accordance with a scheme submitted to and approved in writing by the City Council as Local Planning Authority so as to control glare and overspill onto nearby residential properties.

b) Prior to occupation of the development a verification report shall be required to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved light consultant's report. The report shall also undertake post completion testing to confirm that acceptable 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 criteria.

Reason - To safeguard the amenities of the occupiers of nearby properties and to minimise impacts on protected species that may commute and forage in the area pursuant to Core Strategy policies DM1 and EN15 and policies JP-P1 and JP-G8 of the Places for Everyone joint development plan.

19) Notwithstanding the submitted noise impact assessment:

a) Prior to the commencement of above ground works a scheme for acoustically insulating the proposed residential accommodation against noise from Kingsway and Mauldeth Road 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.

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.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be submitted to validate that the work undertaken throughout the development conforms to the recommendations and requirements approved as part a) of this condition. The validation report shall also undertake post completion testing to confirm that the internal noise criteria have been met.

c) In the event of any non-conformity with the approved acoustic insulation scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as local planning authority, prior to first occupation of the development.

Reason: To secure a reduction in noise from traffic and other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating pursuant to policy DM1 of the Manchester Core Strategy, saved policy DC26 of the Unitary Development Plan for the City of Manchester and policy JP-P1 of the Places for Everyone Joint Development Plan.

20) a) Any externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to first occupation of the development hereby approved a 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 prior to first occupation of the development.

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 approved under part a) of this condition. The report shall also undertake post completion testing to confirm that the noise criteria have been met.

c) In the event of any non-conformity with the approved scheme, then any further measures that are required to ensure conformity shall be carried out. Any required measures/mitigation shall continue until conformity has been achieved and agreed in writing by the City Council as Local Planning Authority, prior to first occupation of the development.

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 policy DM1 of the Core Strategy and saved Unitary Development Plan policy DC26 and policy JP-P1 of the Places for Everyone Joint Development Plan.

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

Reason - To reduce the risk of crime, pursuant to policies SP1 and DM1 of the Manchester Core Strategy and policies JP-S1 and JP-P1 of the Places for Everyone Joint Development Plan.

22) The development hereby approved shall only be carried out in accordance with mitigation measures detailed within the submitted Air Quality Assessment produced by Redmore Environmental (Ref: 8298r2), received by the City Council as Local Planning Authority on 4 March 2025.

Reason - To minimise the impact upon air quality and in order to minimise the environmental impact of the development, pursuant to policy EN16 of the Manchester Core Strategy and policy JP-S5 of the Places for Everyone Joint Development Plan.

23) The development hereby approved shall only be implemented in accordance with the waste management strategy and details shown on drawing referenced , A815_P_102C (Proposed Servicing Plan), received by the City Council as Local Planning Authority on 4 March 2025 and 30 September 2025 respectively. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

Reason - In the interests of public health and residential amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and policy JP-P1 of the Places for Everyone Joint Development Plan.

24) a) The development hereby approved shall be implemented in accordance with the measures contained within the submitted Environmental Standards Statement (Rev B), prepared by Watt Energy & Consulting Engineers Ltd, dated 18 February 2025, received by the City Council as Local Planning Authority on 4 March 2025.

b) Within 3 months of the completion of the construction of the authorised development a verification statement shall be submitted to and approved in writing, by the City Council as local planning authority, confirming the incorporation of the specified measures, including dated photographic documentary evidence of the implementation and completion of required works.

c) Any non-conformity from the approved scheme shall be clearly set out along with measures required to ensure compliance with the agreed details.

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 and policies JP-S1, JP-P1 and JP-S2 of the Places for Everyone Joint Development Plan.

25) Prior to occupation of the development hereby approved, full details of all necessary off-site highway work, shall be submitted to and approved in writing by the

City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority:

- Resurfacing of the footway and reinstatement of any vehicle crossovers along Kingsway and Mauldeth Road, where the footway adjoins the site.

- The provision of tactile paving and dropped kerbs to the site access points.

- The widening of the footway along Mauldeth Road as detailed with the application submission.

- The provision of Traffic Regulation Orders (TROs) along the internal access road and junction with Mauldeth Road along with the adoption of a 20mph speed limit. The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - In the interests of highway safety and residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

26) Prior to occupation of the development hereby approved, full details of traffic calming measures within the 'traffic calming study area' on Mauldeth Road, as indicated on drawing referenced A815_P_100L, received by the City Council as Local Planning Authority on 7 October 2025 shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed in writing by the City Council as Local Planning Authority.

Reason - In the interests of highway safety and residential amenity, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy and policies JP-C4 and JP-C6 of the Places for Everyone Joint Development Plan.

27) 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 Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of the Places for Everyone joint development plan.

28) The residential units hereby shall be used only as private dwellings (which description shall not include serviced properties or similar uses where sleeping accommodation (with or without other services) is provided by way of trade for money or money's worth and occupied by the same person for less than ninety

consecutive nights) and for no other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended), or any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification).

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester, guidance contained within the National Planning Policy Framework, and policies JP-S1, JP-P1 and JP-H3 of Places for Everyone Development Plan.

29) Notwithstanding the 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 building shall be undertaken other than that expressly 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 and policies JP-S1 and JP-P1 of the Places for Everyone Development Plan.

30) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no building extensions shall be erected to the proposed dwellinghouses without the prior consent of the City Council.

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 and policies JP-S1 and JP-P1 of the Places for Everyone Development Plan.

31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouses hereby approved, other than that expressly authorised by the granting of this 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 and policies JP-S1 and JP-P1 of the Places for Everyone Development Plan.

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: 142311/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:

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit
Sport England
MCR Active

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

Relevant Contact Officer :	Steven McCoombe
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Email :	steven.mccoombe@manchester.gov.uk

