

Planning

Growth & Development

Delegated officer report for planning application

Application no. 140867/FO/2024

Date registered valid: 4 September 2024

Proposal: Erection of 70no. two and three storey dwellings (consisting of 44 no. houses and 26 no. apartments) together with associated landscaping, boundary treatments, car parking and highway works.

Address: Land To The South Of Alderford Parade, The East Of Waterloo Road, The North Of Deerhurst & Dinnington Drive And The South Of Tamerton Drive; & Land To The West Of Starmoor Drive & The North And East Of Heatherdale Drive, Manchester

Ward(s): Cheetham Ward

Applicant: Mr Paul Humphries, Mosscafe St Vincents

Agent (if any): Mr Stephen Williams, Bowker Sadler Partnership Ltd

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 7th January 2025

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 25th September 2024

Standard consultations:

Printed: 23 October 2024 Expired: 6 November 2024

Neighbour notifications

Printed: 4 September 2024 Expired: 25 September 2024

Site notice

Posted: 25 September 2024 Expired: 16 October 2024

Press advert

Published: 10 September 2024 Expired: 24 September 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

This application is related to a cluster of sites which run broadly in a northwest – southeast direction extending from Waterloo Road in the west, to Midford Walk in the east (located in Cheetham Ward), forming part of a 'Radburn' layout housing estate. Many of the sites are broadly rectangular in shape and in total cover an overall area of 1.53ha. The sites are currently vacant, and predominantly covered in grass, some of which have scattered trees. Three of the existing sites would be retained as open space as part of the wider development.

The sites are bounded by predominantly residential development, but with a nursery to the north east on Tamerton Drive, and a new school under construction to the east of the nursery. The sites are for the most part currently open with no boundary treatment, except for a former compound site on Alderford Parade where the high green powder coated weldmesh fencing remains in situ. The Alderford Parade site was formally used as a parade of shops, with the other sites being formerly occupied by housing historically, which has been subsequently cleared.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The sites are located within a predominantly residential area of Cheetham. The area is characterised by 1970's terraces of two storey houses. Further to the north is St. Johns Church which is a Grade II* listed building.

Description of development

Consent is sought for the erection of 70 no. two and three storey dwellings (consisting of 44 no.

houses and 26 no. flats) together with associated landscaping, boundary treatments, car parking and highway works. It is proposed that the development would be implemented in three phases. The dwellings would be a mix of two storey semi-detached houses, with some short terraces of two storey houses, two storey semi-detached cottage flats and short terraces of three storey townhouses. The three storey townhouses all face onto Alderford Parade in proximity to Waterloo Road.

The development mix consists of 18. no. 1-bed flats, 8 no.2-bedroom flats, 11 no.2 - bed ,16 no. 3-bed and 17 no. 4 -bed houses. The dwellings would have 100% off street parking provision, and cycle storage in rear garden areas. Amenity space is being provided for dwellinghouses through small front gardens and private rear garden areas, and with areas of shared amenity space within the curtilage of the proposed cottage flats.

The scheme would deliver 70 affordable dwellings (social rent).

The dwellings are contemporary in design but would comprise brickwork with feature brickwork in contrasting colouration, with the roofs comprising thin edged concrete roof tiles.

Boundary treatment would be in the form of a low wall, with metal railings above to front garden areas, with high close boarded wooden fencing to the rear. Sections of front boundary treatment would comprise railings above a plinth where the boundary treatment would be within proximity to utility locations below ground.

A new road connection is proposed linking Tamerton Drive to Dinnington Drive.

Publicity

The proposal, by virtue of the number of residential units, and affecting public rights of way the proposed development has been advertised in the local press (Manchester Evening News) on 10th September 2024 and site notices were displayed at locations around the application site on 25th September 2024. In addition, notification letters have been sent to local residents and businesses (total of 212) in the local area on 4th September 2024.

Consultations & Notification Responses

Local residents and local businesses – 2 objections have been received from local residents, one strongly objecting on the basis that the construction work will cause traffic issues, and possible vermin, stating that the houses will not be affordable and that money should be spent on cleaning up the top of Waterloo Road where their property is located. The other stating that the area it is overcrowded with residents and that green space should be left, they state the council should fund modernisation of existing properties and building better parks for kids.

1 email supporting the application has been received, advising that this is a necessary development. The streetscape in that area is low-quality and blighted by crime. It will be improved by the houses as they appear in the plan, and help to reduce housing pressure in this part of the city near the centre

Environmental Health –24.09.2024 – recommended that condition relating to the submission of a construction management plan, restriction of demolition/construction hours, acoustic insulation, external plant and equipment, refuse storage, electric charging points, and ground conditions.

They have also advised that the Azymuth Acoustics noise impact assessment dated 21st May 2024 reference Z62503.2 has been reviewed, and provided the following comments:

1. A background noise assessment has been undertaken at various points around the development site, but only short measurements have been taken and do not include measurements during rush hours. For a new housing development such as this, measurements should be taken over at least 24 hours, which would include rush hours. The assessment will need to be revised once the background noise survey has been updated to take into account the above.

2. Some of the proposed properties will be in very close proximity to the Bignor Street Park. They query whether there was any activity at the park during the noise assessment? This site has the potential to influence the background noise level, so the revised report and background noise survey will need to include assessment and comment with regard to activity at the neighbouring park such as noise from ball strikes from the basketball courts or football pitches for example.
3. Whilst glazing, building envelope and ventilation specification has been recommended, this will need to be revised once the updated background noise survey has been undertaken and we will review further once the revision has been submitted.
4. It is apparent that the properties facing Waterloo Road, mainly plots 1 to 5 will experience the greatest noise level at the façade and the internal noise criteria will not be met with windows open. The report has recommended alternative ventilation options at this location which include trickle ventilation or MVHR system. It is unlikely that trickle ventilation will provide the necessary ventilation to the properties to protect occupants from the need to open windows so the mechanical ventilation option will be required at these properties.
5. The updated report will need to include assessment and recommendations for the necessary acoustic treatment of any façade penetrations for services such as air intake or extract associated with the mechanical ventilation to ensure the penetrations to the façade do not compromise the acoustic integrity of the building which leads to an exceedance of the internal noise criteria.
6. The Mechanical ventilation will need to be selected and insulated to ensure that the internal noise criteria is not exceeded when the system is in full use, including during any boost function. The revised report will need to include assessment of the proposed system and recommendations providing where required to ensure the internal noise criteria is not compromised when the mechanical ventilation is in use.
7. It would seem that the garden spaces at the properties facing Waterloo Road (plots 1 to 5) will not meet the criteria of 55dB and a 2-metre acoustic fence has been recommended. The assessment suggests that even with the recommended fence the predicted upper level will still exceed the criteria (56dB) so additional mitigation will be required. Whilst this may need to be updated once the revised background noise survey has been completed, they will need details of the acoustic fence providing, including the acoustic performance of the fence, materials and construction recommendations. They will also need a maintenance strategy including which demonstrates how future occupants of these properties will be made aware of the requirement to replace any broken fence panels with the same performing panels.

The receptors for the ASHPs will also be the occupants of the properties where they are located and as it has been recommended that most of the properties can rely in openable windows for ventilation which will need to be considered as part of the assessment as it is expected each ASHP will be in very close proximity to a sensitive window. It is also likely that multiple units will be in operation in close proximity so there may need to be comment and assessment of cumulative operation of more than 1 ASHP. Recommendations will be required for the appropriate selection of equipment, mitigation measures and where necessary recommendations with regard to location of the ASHPs so they are not located on a building façade which includes a window to a noise sensitive space (living room or bedroom) where possible.

In respect of air quality matters, they have reviewed the Energy Counsel AQ assessment dated 24th July 2024 reference Z62503.3 which demonstrates that mitigation is not required to meet the above criteria which they can accept and have no further comments regarding this matter. The assessment, however, includes mitigation measures in table 16 to mitigate against fugitive dust emissions during the construction phase and the contractor should be aware of these mitigation measures and they will need to be directly included in the contractors CMP.

In relation to EVC's the assessment confirms 70 EV charge points are to be installed as part of the development. They advise that they will need the charging capacity confirming (7Kw) and a diagram identifying the location of the EV charge points for each dwelling (there is reference to the location of the EV charge points in a diagram within the D&A statement, but they are not visible on the drawing)

It has been confirmed any boilers will be selected to meet the criteria stated in the guidance which they can accept.

They further advise that they have reviewed the Sutcliffe Phase 1 PRA dated November 2023 reference 33716-SUT-00-RP-G-7101 and the Sutcliffe Phase II Site investigation dated April 2024 reference 33716-SUT-00-RP-G-7202 and would require the following:

1. Further discussion and additional assessment of ground conditions in the Alderford Parade section to support the statistical analysis which suggests the elevated levels of contaminants are not of concern or full remediation of 600mm clean over in soft landscaping and gardens rather than 300mm.
2. A Phase III Remediation & Validation Proposals
3. A soils management of material on and off site and details of how potentially contaminated soil arisings will be stored and delineated prior to removal and disposal
4. Delineation of asbestos hotspots and further assessment of the areas containing asbestos (TP106)
5. Details of Good hygiene practices should be employed during construction work to protect construction workers.
6. UK Water supplier risk assessment and recommendations regarding clean service corridors (material and trench depth and construction) and water supply pipe details confirming
7. UXO report and recommendations providing
8. Details of the gas protection measures to be installed to satisfy CS2 risk assessment category need to be confirmed / recommended.

Further comments 31.10.2024.

Have reviewed the amended application and confirm that their original conditions and comments remain the same other than extra point (point 8) with regard to the noise insulation condition.

There have been some amendments to the location of some windows so the revised assessment to address the above will also need to make comment and revised recommendations where necessary with regard to amended proposals and window locations.

Highways Services- 27.09.2024 Have made the following comments

JUNCTION CAPACITY AND HIGHWAY SAFETY A Transport Statement (TS) has been submitted which includes a multi-modal trip generation assessment. The assessment shows that the proposals are likely to generate 31 two-way vehicle movements during the busiest peak hour (AM Peak). Given that these movements will be dispersed through the local highway

network, Highways accept that no further trip generation/operational assessments are necessary. The TS includes a review of local collision data. Highways agree that there is no available evidence to suggest an existing road safety concern which would be exacerbated by the proposals.

SITE ACCESSIBILITY The submitted TS demonstrates that the site is located in an accessible location with various bus stops operating within walking distance of the site at Waterloo Road. The northbound stop, 'Brentfield Avenue', comprises a flag and pole with bus timetable information and a shelter. The southbound stop comprises of a flag and pole with bus timetable information only. Highways request that the proposals fund improvements at these bus stops to bring both up to current TfGM standards. This would work to promote and encourage access by bus.

PARKING In total, 70 parking spaces are proposed, which equates to a ratio of one space per unit. Adequate justification is provided within the submitted TS, and this is considered to be an acceptable level of provision. As outlined during scoping discussions, MCC require private driveways to be constructed to min. 3m x 6m in order to ensure parked cars do not encroach onto the adjacent footway. Current plans indicate that these dimensions are not achieved on many of the plots. Further detailed plans/demonstration of such standards is requested. The apartments are constructed in blocks of four which will be supported by 4no. parking bays at the property frontage. It is assumed that this provision will be allocated to the individual apartments although confirmation is sought. Disabled car parking provision is proposed to cater for the apartments 47 - 54 at a rate of 50% provision although it is unclear whether such provision has been provided to align with apartments specifically constructed for/allocated to disabled residents. Clarification is required. All dwellings will be provided with Electric Vehicle (EV) charging facilities (min. 7kw) which aligns with MCC guidance. The proposals must ensure that boundary treatment around each plot is permeable at a height greater than 600mm in order to maintain adequate levels of pedestrian and vehicle visibility from driveways. New areas of formalised parking are proposed within the site to cater for existing resident demand. This will remove some on-street provision and will mitigate against some loss of on-street parking opportunities brought forward by the development. However, no assessment detailing existing on-street demand and the impact of the development proposals on parking displacement has been included within the TS. Further assessment is required.

Additional parking throughout the site includes:

- A new parking area off Heatherdale Road with 3no. parking spaces;
- Formalised/demarcated parking area along Starmoor Drive (along with additional footway provision); and
- Formalised/demarcated parking area along Alderford Parade. These parking bays should be demarcated to min. 2.4m x 4.8m in accordance with MCC standards. Some disabled bays should also be provided (with an additional 1.2m side/rear hatched clearance). Based on submitted plans, swept-path assessment would be beneficial for driveway access/egress at Plot 34 where access is provided via the parking area at Newpark Walk.

CYCLE PARKING Plans appear to show cycle stores located within the curtilage of each dwelling. Highways request sheltered and secure cycle parking provision at a rate of 1 space per dwelling to be located within the curtilage of each property. Highways request that this provision is conditioned with any approval.

ACCESS & PROPOSED HIGHWAYS WORKS Vehicular access to each plot will be provided via the existing residential roads of Alderford Parade, Tamerton Drive, Dinnington Drive and Heatherdale Drive. As part of the proposals, a new spine road is proposed between Dinnington Drive and Tamerton Drive. Highways Statutory Approvals team request submission of a plan which clearly shows:

- Proposed areas of new footway/footway widening and carriageway;
- Carriageway/footway dimensions;
- Areas which will require stopping-up; and
- Areas where adoption will be required.

Taking into consideration proposed carriageway/footway/access works and parking realignment works, all adopted carriageways through the site will need to maintain 5.5m. Plans indicate that a pinch point is present adjacent to Plots 59 - 68. Any new proposed footways surrounding the development plots should also be at least 2m in width.

Submitted plans show that the development comprises:

- Construction of a new spine road between Dinnington Drive and Tamerton Drive;
- Provision of new footways and footway widening;
- Carriageway and parking reconfiguration at Alderford Parade;
- Areas of landscaping/planting; and
- Dedicated parking areas/formalisation of existing on-street parking.

Additional footway is likely to be beneficial in the vicinity of the hatched area in front of the sub-station as although hatched, this area is likely to attract parking. Adequate carriageway clearance will need to be retained for the turning of a refuse vehicles and any sub-station access requirements.

The applicant should note that MCC Highways would not adopt any shared spaces/driveways including that proposed outside of Plots 22 and 23. Highways also request that any areas of landscaping are either formed of hardstanding or incorporated into private gardens for maintenance reasons. Any trees on the adopted highway would also be subject to a commuted sum.

A Stage 1 Road Safety Audit (RSA 1) of the proposed site access points, footways and spine road has been submitted as part of the application. The RSA1 identified the following problem:

Location: Waterloo Road - to the south of the junction with Alderford Parade. Summary: Proposed trees may block visibility at the junction / to the signals at the nearby crossing, risking junction pull-out type collisions or signal violations and pedestrian collisions.

The Designers Response states that the trees to not impact on junction visibility as demonstrated on Drawing RHC-24-024-03. No response has been made in relation to potential obstruction of the view of the controlled pedestrian crossing at Waterloo Road and so further assessment is required. Highways request that the trees at this location are assessed further in terms of highways impacts at S278 Detail Design Stage.

The RSA1 also noted three observations as follows:

- Plans show that trees are proposed within the footway or parking bays;
- Noted that many of the existing footways in the site vicinity are in poor condition; and
- Noted that there is a lack of dropped kerb crossing points throughout the surrounding area.

Based on the above, Highways also request that the location of the remaining proposed trees through the development site are assessed further at S278/S38 Detail Design Stage to ensure the trees maintain minimum 2m footway width and do not reduce the effective width of driveways/parking bays. Highways also request that the scheme includes footway resurfacing, provision of dropped-kerbs /tactile paving at all junctions/crossing points and footway reinstatement at redundant access points on all footways surrounding and connecting between each development plot as part of the S278/S38 works.

Plans show that the new spine road will be constructed to adoptable standards with 5.5m carriageway width and 2m footways along both sides. Appropriate visibility splays have been demonstrated as shown in Drawing RHC-24-024-02. Double-yellow waiting restrictions will also

be required to protect visibility at this junction and at Waterloo Road/Alderford Parade. Such restrictions will also be required along the bend in the road to facilitate the refuse swept-path as this area is currently observed to attract on-street parking.

Highways also request that the new spine road and surrounding streets are subject to a 20mph speed limit implemented via a TRO to be funded by the applicant.

The applicant will be required to enter into Section 278/Section 38 Agreement for the agreed highway alterations which will require agreement/technical approval with MCC's Highways Statutory Approvals Teams (to be conditioned with any approval). The applicant should note that discharge of the S278/S38 condition will only be approved by Highways following a formal S278 Application, payment of the required deposit and confirmation from Highways Statutory Approvals that the S278 technical approval process is at an advanced stage.

Materials used during this process must also be a minimum of 40% recycled and fully recyclable. Developers will be expected to demonstrate that these standards can be met prior to planning conditions being discharged. There will also be a commuted sum charged for any materials used over and above MCC standard materials palette.

STOPPING-UP To facilitate the proposed development, various sections of adopted highway/footway and established pedestrian routes will need to be stopped-up as part of a S247 Agreement. Upon review of the areas to be stopped-up, Highways agree that pedestrians would not be adversely impacted by the changes given that routes along a similar desire-line will be provided or maintained. However, the applicant should confirm that rear/established access to any adjacent properties is not removed by the proposals. Overall, Highways agree that the proposals will provide improved pedestrian infrastructure within the local area.

REFUSE & SERVICING Dedicated bin storage areas are provided within the curtilage of each property and residents would be responsible for placing bins at the back of footway on collection day. Refuse collections would be in keeping with existing operations along the surrounding roads, through kerbside collections. Adequate refuse vehicle swept-path assessments have been provided along the new spine road and Alderford Parade, based on a 11.5m refuse vehicle. Additional swept-path assessments will also be required where any footway/kerbside realignment works are proposed.

TRAVEL PLAN A Framework Travel Plan has been submitted as part of the application. Highways request that the development, submission, implementation and monitoring of a Full Travel Plan is conditioned with any approval.

CONSTRUCTION MANAGEMENT Submitted plans show that the development will be constructed across three phases and plans also show which highways/pedestrian routes would likely require temporary closure in order to facilitate construction works. All temporary closures would require a Temporary TRO and would require approval from Highways Network Management. A Construction Management Plan should be provided by the applicant prior to any construction works beginning. It should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands, evidence (including appropriate swept-path assessment) of satisfactory routing both within the site and on the adjacent highway and associated traffic management. The document should also consider ongoing construction works, contractor parking and detail the proposed traffic/pedestrian management measures.

Dilapidation surveys are requested, this should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site. The applicant should be advised that any requirements for licensing, hoarding / scaffolding, Section

50 works, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Applications and Network Management teams via Email: highwaylicences@manchester.gov.uk / highwaynetworkmanagement@manchester.gov.uk

SUGGESTED CONDITIONS

- S278 works (footway reinstatement, footway and carriageway resurfacing, dropped-kerbs/tactile paving, lighting column relocation and TROs). - Cycle parking - EV provision - Travel Plan - CMP

FURTHER COMMENTS 14TH NOVEMBER 2024:

As per Highways initial comments Highways request that the proposals fund improvements at these bus stops to bring both up to current TfGM standards. This would work to promote and encourage access by bus.

As outlined during scoping discussions, MCC require private driveways to be constructed to min. 3m x 6m in order to ensure parked cars do not encroach onto the adjacent footway. Current plans indicate that these dimensions are not achieved on many of the plots. Further detailed plans/demonstration of such standards is requested.

The apartments are constructed in blocks of four which will be supported by 4no. parking bays at the property frontage. Plans confirm that Plots 47, 49, 51 and 53 will have dedicated disabled car parking.

As per Highways initial comments new areas of formalised parking are proposed within the site to cater for existing resident demand. This will remove some on-street provision and will mitigate against some loss of on-street parking opportunities brought forward by the development. However, no assessment detailing existing on-street demand and the impact of the development proposals on parking displacement has been included within the TS. Further assessment is required.

Based on submitted plans, swept-path assessment would be beneficial for driveway access/egress at Plot 34 where access is provided via the parking area at Newpark Walk.

Taking into consideration proposed carriageway/footway/access works and parking realignment works, all adopted carriageways through the site will need to maintain 5.5m. Plans indicate that a pinch point is present adjacent to Plots 59 - 68. The updated plan confirms that the carriageway is 4.8m and confirm that as per Highways initial comments the proposed footways will be 2m in width.

Submitted plans show that the development comprises:

- Construction of a new spine road between Dinnington Drive and Tamerton Drive;
- Provision of new footways and footway widening;
- Carriageway and parking reconfiguration at Alderford Parade;
- Areas of landscaping/planting; and - Dedicated parking areas/formalisation of existing on-street parking.

The applicant should note that MCC Highways would not adopt any shared spaces/driveways including that proposed outside of Plots 22 and 23. Highways also request that any areas of landscaping are either formed of hardstanding or incorporated into private gardens for maintenance reasons. Any trees on the adopted highway would also be subject to a commuted sum.

As per Highways initial comments Highways Statutory Approvals team request submission of a plan which clearly shows:

- Proposed areas of new footway/footway widening and carriageway;

- Carriageway/footway dimensions;
- Areas which will require stopping-up; and
- Areas where adoption will be required.

FURTHER COMMENTS 10th DECEMBER 2024:

EXISTING ON-STREET DEMAND:

In response to Highways comments on the assessment of existing on-street demand a Transport Note has been prepared by Roberts Highway Consultants.

The note confirms that the proposed development could lead to the loss of:

- Up to 18 unmarked bay parking spaces along the southern side of Alderford Place.
- Up to 6 bay parking spaces along the northern side of Dinnington Drive.
- Approximately 5 parking spaces on Starmoor Drive.

The Transport note states that Tamerton Drive does not function as a designated parking area, but is likely used as vehicle turning.

It is noted that a review of the historic imagery has been used to conduct an assessment of the on-street demand. However, Highways requests that an on-street assessment is undertaken to understand the parking levels throughout the day and confirm how Tamerton Drive is used. Highways are not satisfied that the historic imagery provides the best form assessment.

Heatherdale Drive is confirmed to currently provide 4 parking spaces. A car park will be available here as part of the proposals for 3 vehicles. The net loss of one space here is noted and is deemed acceptable in principle.

PARKING:

A plan detailing the proposed driveway measurements has been provided and confirms that a number of driveways do not meet MCCs standards of 3m x 6m.

SHARED SPACE / DRIVEWAYS:

The applicant should note that MCC Highways would not adopt any shared spaces/driveways including that proposed outside of Plots 22 and 23. Highways also request that any areas of landscaping are either formed of hardstanding or incorporated into private gardens for maintenance reasons. Any trees on the adopted highway would also be subject to a commuted sum.

STATUTORY APPROVALS:

As per Highways initial comments Highways Statutory Approvals team request submission of a plan which clearly shows:

- Proposed areas of new footway/footway widening and carriageway;
- Carriageway/footway dimensions;
- Areas which will require stopping-up; and
- Areas where adoption will be required.

All other previous Highways comments remain applicable.

United Utilities – recommend conditions relating to the submission of a sustainable surface water drainage and a foul water drainage scheme, together with a condition related to the management and maintenance of the sustainable drainage scheme are attached to any approval. They also advise that a large diameter trunk main is located in the vicinity of the site, which must not be built over, or their access to the pipeline compromised in any way and require an access strip to the pipeline. Furthermore, a public sewer crosses the site and they advise that they will not permit building over it, and require an access strip for maintenance or replacement.

LLFA- Advise that the north and south can be treated as two separate drainage strategies as they have existing buildings / structures, level differences and cannot be connected to a single network. They recommend that any approval have conditions relating to a requirement for the submission of a surface water drainage scheme, with a further condition related to the submission of details of the implementation, maintenance and management of the surface water drainage scheme.

Sport England - raises no objection to this application

GMEU – 12.11.2024 – Advise that the revised BNG report (80-924-R2-2) and the amended Statutory Metric (Date on metric states 01 October 2024) do not match up. They are of the view that the report may be not up to date and that the metric is correct but require confirmation. They confirm that they have checked the landscaping plans, and they seem to broadly accord in relation to tree planting. They further advise that this can be rectified in the biodiversity gain plan (BGP) and the Habitat Management & Monitoring Plan (HMMP) after the application has been approved.

Further comments 05.12.2024

As long as the applicant is confident that the Metric will mirror the future HMMP, then that is fine.

Further comments 16.12.2024

The main considerations for this application are birds, bats, mammals and biodiversity net gain. All can either be conditioned or covered by informative text.

Bats in trees

The Preliminary Ecological Appraisal (E3P – Feb 2024) found one tree (T1) to have Low (PRF-I) bat roosting potential. The tree is due to be felled to facilitate the development. The applicants ecologist has suggested the following approach. *“It should be soft felled under the supervision of an ecologist. The tree should be cut into sections and lowered to the ground, avoiding the potential roosting features. The tree should then be inspected on the ground for the presence of bats. If the feature cannot be fully inspected, the tree should be left overnight, with the feature facing upwards, to allow any bats within the tree to escape prior to chipping the following day.”*

Having seen the tree, the rot hole/damage is fully open to the elements and likely to fill with water. It is unlikely that the tree supports roosting bats and they are happy with the proposed precautionary measures, and suggest an condition to the effect.

Bats & lighting

Artificial lighting can affect the feeding and commuting behaviour of bats. Given the size of the development, there is justification for lighting to be considered.

Prior to the commencement of the development a lighting plan should be submitted to and agreed by the council, once agreed the plan should be implemented in full. A condition to this effect should be placed on any permission.

Nesting birds

There will be a number of trees felled to facilitate the development. All British birds' nests and eggs (with certain limited exceptions) are protected by Section 1 of the Wildlife & Countryside Act 1981, as amended. I would recommend the following condition be added.

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

Badgers & hedgehogs

The applicant's ecologist felt that the site could be used by badgers and hedgehogs for commuting and foraging. Reasonable avoidance measures have been laid out in section 4.3.3 of the Preliminary Ecological Appraisal (E3P – Feb 2024). I would suggest an informative is included that ensures any contractors working on the development are made aware of the measures.

Biodiversity Net Gain

The information submitted with the application includes a Biodiversity Net Gain (BNG) report and statutory Biodiversity Metric from E3P (October 2024).

The appraisal found the site had some ecological value, consisting of mostly modified grassland and individual trees.

They advise they have examined the Biodiversity Net Gain (BNG) metric spreadsheet and are happy with the calculations provided.

After construction of the development, onsite biodiversity remediation and the 10% net gain requirement there is due to be a deficit of 2.56 Area Habitat units and a gain of 0.43 linear hedgerow units; this appears to be a realistic achievement for the site. The unit deficit will need to be made up through the purchase of offsite units.

Given the low to medium distinctiveness of the BNG units required and the increasing availability of BNG units on the open market the LPA can be reasonably confident that the statutory biodiversity condition could be discharged.

If approved, the Biodiversity Gain Plan (BGP), Habitat Management and Monitoring Plan (HMMP) and BNG metric should all be updated to show how the onsite and offsite biodiversity gain will be achieved and managed over the next 30 years and approved by the LPA, before any condition can be released.

For guidance the HMMP should include;

- Description and evaluation of features to be managed.
- Aims and objectives of management.
- Appropriate management options for achieving aims and objectives.
- Prescriptions for management actions.
- Preparation of a work schedule (including an annual work plan capable of being rolled forward over a five-year period and for a minimum total period of 30 years).
- Details of the body or organization responsible for implementation of the plan.

- Ongoing monitoring and remedial measures.

Biodiversity Enhancement

Outside of the BNG requirements, mitigation has been proposed for the potential loss of nesting and roosting locations. Drawings 345-01D & 345-02D detail the number and approximate location of bat, bird and hedgehog boxes/holes. They are happy with amount of provision. The applications ecologist will be able to provide guidance in relation to correct heights for installation and the correct box specification. A condition to the effect should be put in place.

Arboriculturalist – 18.12.2024

Advise they have assessed the landscaping document and can confirm that they have no objection to the proposals.

Environment Agency- Have no objection in principle to the proposed development, but have advised that this development site appears to have been the subject of past industrial activity which poses a medium risk of pollution to controlled waters. However, they are unable to provide site-specific advice relating to land contamination as they have recently revised their priorities so that they can focus on Groundwater issues.

They recommend that reference to their published 'Guiding Principles for Land Contamination' which outlines the approach which should be adopted when managing this site's risks to the water environment. They also advise consultation with the Council's Environmental Health/Environmental Protection Department for advice on generic aspects of land contamination management. Where planning controls are considered necessary, they recommend that the environmental protection of controlled waters is considered alongside any human health protection requirements. This approach is supported by paragraph 196 of the National Planning Policy Framework.

Design for Security - highly recommend that the points raised within the CIS are addressed where possible:

- Any new passageways should be illuminated to a high standard and be wide enough to accommodate pedestrians passing in different directions.
- Boundaries should be robust to prevent them from being easily damaged and sufficiently high enough to prevent climbing.
- The existing substation should have a secure boundary to prevent the creation of a concealed area to the rear.

They recommend that the houses are built to Secured by Design standards.

Cadent Gas – Have no objections, but request that an informative is attached to any approval to advise that Cadent Gas Ltd own and operate the gas infrastructure within the area of the development, and there may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. They further advise the applicant to ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist. Furthermore, that If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus.

Electricity North West – have advised that the development is shown to be adjacent to or affect their operational land or electricity distribution assets, and advise the applicant that they must ensure that the development does not encroach over either the land or any ancillary rights of access or cable easements. Furthermore, if planning permission is granted the applicant should verify such details by contacting Electricity North West.

M/CR Active – Originally advised that they believed that there was a disused MUGA on the site, and objected to the loss of the MUGA as no proposal had been presented to mitigate the loss. but they have subsequently confirmed the area in question at Alderford Parade was an informal children's play space rather than a formal MUGA, and on that basis they wish to withdraw Manchester Active's objection to this proposal.

Policy

Legislative and Policy Context

Places for Everyone

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'. The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024.

Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

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

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

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

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

Policy JP-P2: Heritage recommends that particular consideration will be given to ensure that the significance of key elements of the historic environment which contribute to Greater Manchester's distinctive identity and sense of place are protected from harm, including (amongst others), historic transport routes including the canal network.

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

Policy JP -H1 relates to the Scale, Distribution and Phasing of New Housing Development, and states that the new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall

strategy which enables people to reduce the need to travel when taking advantage of key assets.

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

1. Significantly increasing the supply of new housing, in accordance with Policy JPH1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases.
2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.
3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities).
4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing.
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

Relevant Local Policies

The Development Plan consists of:

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

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

The relevant policies within the Core Strategy are as follows:

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

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

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

Policy H1 outlines the strategic approach to housing growth in the City. Approximately 60,000 new homes need to be provided in the city between 2009 and 2027. This growth is expected to be accommodated principally within the North, East, City Centre and central areas of Manchester which fall within the Regional Centre and inner areas of Manchester. This is as a direct response to Manchester's growing economy and population growth the later which is expected to rise significantly over the next 20 years.

New developments in the City will therefore be expected to contribute towards this growth strategy ensuring that development takes place within the right areas to meet demands along with creating high quality places and neighbourhoods of choice.

Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The development will form a medium density residential scheme (44.7 dwellings per hectare) within an area of North Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with the re-use of the site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 2,3- and 4-bedroom houses and 1 and 2 bed apartments.

Policy H3 'North Manchester' states that over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority given to family housing, and other high value, high quality development where this can be sustained. The proposed development would accord with policy H3 by facilitating the delivery of a mix of 2,3- and 4-bedroom family accommodation and 1 and 2 bed apartments. The residential development will provide high-quality homes to support the economic growth of the area and redevelop an underutilised site in what is a sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 70 new homes will contribute to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed development would include 70 dwellings for social rent provided via a Registered Provider (mix of 2,3, and 4 bed roomed accommodation. As such 100% affordable dwellings (including grant funded units) would be brought forward on the site. Further details will be provided in the main body of the report in this regard.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1.

Policy EN3 'Heritage' throughout the City, the Council will encourage development that complements and takes advantage of the distinct historic and heritage features of its districts and neighbourhoods, including those in the City Centre. (The element related to new

development being designed so as to support the Council in preserving or, where possible, enhancing the historic environment, the character, setting and accessibility of areas and buildings of acknowledged importance, including scheduled monuments, listed buildings registered parks and gardens, conservation area and archaeological remains is superseded by Places for Everyone policy JP-P2).

The proposed development site contains no heritage assets and is not located within a Conservation Area. It is, however, in proximity to St.Johns Church which is a Grade II * listed building which lies to the north of the site. It is not considered that the proposed development would adversely impact on the character of St.Johns Church given the distance from the development and the buildings between the site on Alderford Parade and the church, and the height of the dwellings within the proposed development being a maximum height of 3 storeys..

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

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

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces. (Specific elements relating to flood risk and linked diverse green spaces within policy EN8 have been superseded by Places for Everyone policies JP-S2, JP-S4 and JP-G8).

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. This is a grassed areas were formerly used as housing and a parade of shops. There are, however, opportunities to create improved areas of green infrastructure as part of the development proposals in the form of garden areas for the dwellinghouses, together with improved soft landscaping provision and associated biodiversity through tree, hedge, shrub and wildflower meadow planting within the wider site.

Policy EN10 'Safeguarding Open Space, Sport and Recreation Facilities' outlines that the Council will seek to retain and improve existing open spaces, sport and recreation facilities. Proposals on existing open spaces and sport and recreation facilities will only be permitted where equivalent or better replacement open space, sport or recreation facilities will be provided

in the local area; or the site has been demonstrated to be surplus for its current open space, sport or recreation function or the development will be ancillary to the open space, sport or recreation facility and complement the use or character. The sites falls within the City Council's Open Spaces Audit and are referenced as amenity green space.

Policy EN11 'Quantity of Open Space, Sport and Recreation' is also of relevance in that the Council will seek the provision of new open space, sport and recreation facilities, in particular where there is a quantitative shortage of a particular use per head of population, including any increase of population created by the new development is identified in the area; or significant levels of development are proposed including within the Strategic Housing Location. The assessment of the scheme in relation to this policy is discussed in detail within the Issues section of the report below.

Policy EN 12 'Area priorities for Open Space, Sport and Recreation' states that the priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following which are relevant to this area of the city : - North area. Table 17.3 in the Manchester's Strategic Open Space, Sport and Recreation Study shows that in relation to North Manchester within which the sites are located there is 3.46ha of surplus amenity green spaces. The assessment of the scheme in relation to this policy is discussed in detail within the Issues section of the report below.

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

This site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report. Furthermore, while the site area is below the referenced threshold and a Flood Risk Assessment and Drainage Strategy accompanies this application.

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

Policy EN16 'Air Quality' states the Council will seek to improve the air quality within Manchester, and particularly within Air Quality Management Areas, located along Manchester's principal traffic routes and at Manchester Airport. Developers will be expected to take measures to minimise and mitigate the local impact of emissions from traffic generated by the development, as well as emissions created by the use of the development itself. When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. (The element of the policy relating to traffic routes has been superseded by Places for Everyone policy JP-S5). The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the

remediation and construction processes to be undertaken. The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases in the form of Electric Vehicle Charging points, and cycle storage facilities. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site.

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

EN19 'Waste' states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has provided waste storage within rear garden areas and in the form of communal bin stores to the proposed cottage flats. Compliance with this strategy will form part of the conditions of the planning approval.

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

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

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

Saved UDP Policies

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

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise. Conditions will be used to control the impacts of developments. Other material policy considerations

Other material policy considerations

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

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

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

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

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

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

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

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. There are four objectives in order to achieve this vision which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

Residential Growth Strategy (2015-2025)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

Manchester Climate Change Framework: 2020-2025 and Manchester Zero Carbon Framework (2020)

In November 2018, Manchester City Council made a series of commitments,

informed by the Manchester Climate Change Agency's (MCCA) work with the world renowned Tyndall Centre for Climate Research based at University of Manchester.

The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The National Planning Policy Framework

The National Planning Policy Framework (NPPF) was published in July 2021 and subsequently revised September and December 2023 and sets out the government's objectives for achieving sustainable development. At the heart of the NPPF is a presumption in favour of sustainable development which ensures that sustainable development is pursued in a positive way. Development proposals that accord with an up-to-date Development Plan should be approved without delay. Where there are no relevant development plan policies, or the policies which are most important for determining the application are out of date, permission should be granted unless: - The application of policies in the Framework that protect areas or assets of particular importance provides a clear reason for refusing the proposed development; or - Any adverse impact of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in the Framework taken as a whole.

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

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

Section 9 'Promoting Sustainable Transport' states that transport issues should be considered from the earliest stages of plan making and development proposal, and involve understanding and addressing the potential impacts of development on transport networks (paragraph 109). Furthermore, that developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 116). Within this context, applications for development should:

a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public

transport use;

b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;

c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;

d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and

e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 117).

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

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

Section 12 'Achieving Well Designed Places' sets out at paragraph 135 that planning policies and decisions should aim to ensure that developments:

a) Will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;

b) Are visually attractive as a result of good architecture and appropriate landscaping;

c) Are sympathetic to local character and history including the surrounding built environment and landscape setting, while not preventing or discouraging appropriate innovation;

d) Establish a strong sense of place, using streetscapes and buildings to create attractive and comfortable places to live, work and visit;

e) Optimise the potential of the Site to accommodate and sustain an appropriate amount and mix of development and support local facilities and transport networks; and

f) Create places that are safe, inclusive and accessible and which promote health and well-being.

The NPPF is clear that planning permission should be refused for development that is not well designed, especially where it fails to reflect local design policies and government guidance on design.

Conversely, significant weight should be given to:

(a) development which reflects local design policies and government guidance on design, taking into account any local design guidance and supplementary planning documents which use visual tools such as design guides and codes; and/or

(b) outstanding or innovative designs which promote high levels of sustainability, or help raise the standard of design more generally in an area, so long as they fit in with the overall form and layout of their surroundings (paragraph 139).

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

to approved details such as the materials used) (paragraph 140).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' – seeks that new development should be planned for in ways that:

- a) Avoid increases vulnerability to the range of impacts arising from climate change. When new development is brought forward in areas which are vulnerable, care should be taken to ensure that risks can be managed through suitable adaption measures, including through incorporating green infrastructure and sustainable drainage systems; and
- b) Help to reduce greenhouse gas emissions, such as through location, orientation and design (Paragraph 164).

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

Section 16 'Conserving and enhancing the historic environment' states that in determining applications, Local Planning authorities should require an applicant to describe the significance of any heritage assets affected, including any contribution made by their setting. The level of detail should be proportionate to the assets' importance and no more than is sufficient to understand the potential impact of the proposal on their significance.

Paragraph 215 states that where a development proposal will lead to less than substantial harm to the significance of a designated heritage asset, this harm should be weighed against the public benefits of the proposal including, where appropriate, securing its optimum viable use.

NPPF defines designated heritage assets as: 'A World Heritage Site, Scheduled Monument, Listed Building, Protected Wreck Site, Registered Park and Garden, Registered Battlefield or Conservation Area designated under the relevant legislation'.

The proposal lies to the south of St Johns church which is Grade II * listed building. Reference is made to the above as context to the proportionate consideration of the issues concerning consideration of a designated heritage asset.

Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section states that Local Planning Authorities' should take account of the acoustic environment and in doing so consider:

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

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

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

Design

This section states that where appropriate the following should be considered: • layout – the way in which buildings and spaces relate to each other

- form – the shape of buildings
- scale – the size of buildings
- detailing – the important smaller elements of building and spaces
- materials – what a building is made from

Health and Well Being

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

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

Other Legislative Requirements

Equality Act 2010

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

Section 66 of the Listed Building Act provides that in considering whether to grant planning permission for development that affects a listed building or its setting the local planning authority shall have special regard to the desirability of preserving the building or its setting or any features of special architectural or historic interest which it possesses.

For the reasons that are set out in this report the specific statutory duties concerning planning proposals affecting Listed Buildings or their settings are engaged.

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

Issues

Principle of Development

The principle of residential development on this site with associated improved public open space is considered to be acceptable. There is a well-documented need for housing in Manchester, clearly identified in the Council's Housing Strategy amongst others. The mix of housing has been designed to take into consideration existing and future housing needs in this area of the city. The proposed scheme includes 44 dwellinghouses and 26 flats. The housing mix includes range of two, three and four bed houses, and 1 and 2 bed cottage flats. All relevant issues are fully considered within the following report including the requirement for affordable accommodation.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. The application has been accompanied by an Affordable Housing Statement, which confirms the delivery of 70 for social rent would be developed by the applicant thereby delivering 100% affordable units.

A condition is recommended to ensure the delivery of the affordable homes in accordance with the Affordable Housing Statement.

The delivery of new homes by the Registered Housing Provider meets a key component of the Council's objective for new homes in the city.

Siting / Layout

The development has been designed with the three storey town houses located to the north western corner of the site adjacent to Waterloo Road, with the proposed two storey cottage flats facing onto both Dinnington Drive (mix of 12 x 2 bed and 4 1x bed) in a semi detached arrangement and onto Heatherdale Drive (10 x 1 bed), in a terrace. The remainder of the proposed develop facing Tamerton Drive, Starmoor Drive, Newpark Walk and the new spine road would comprise two storey detached and semi-detached 2,3, and 4 bedroom houses. There are seven house types proposed, together with three types of cottage flats which will contribute to a wider mix of housing available in the local area.

The proposed development is set out with houses having a street frontage with small front gardens, and larger gardens to the rear (or in some cases at the side of the dwellings due to site constraints). In the case of proposed cottage flats communal amenity spaces are proposed.

The layout of the residential element incorporates natural surveillance through the placement of streets and dual aspect homes. Bin storage is shown in the rear gardens of the dwellings with gated routes between properties to enable bins

to be brought to collection points on the street. The bin storage to serve the semi-detached cottage flats lies to the side and rear of the dwellings, with a communal external bin store proposed for the cottage flats which are in a terraced arrangement.



view of proposals looking south



al view of proposals looking north

The dwellings have been designed to meet the Council's clear design aspirations and requirements as set out in the Residential Quality Guide. The dwellings have been designed with consideration to the space standards outlined in the Manchester

Residential Quality Guide:

- 4bed/ 6-person house 3storey houses –floor area 113m²
- 1no. 4bed/ 7-person house 2st house –floor area 121m²
- 5no. 3bed/ 5-person 3st houses –floor area 105m²
- 2no. 3bed/ 5-person 2st houses –floor area 96m²
- 9no. 3 bed / 4-person houses – floor area 88m²
- 4no. 2bed/ 4-person houses – floor area 83m²
- 7no. 2bed/ 3-person houses – floor area 71m²
- 8no. 2bed/ 3-person apartments –floor area 63-64m²
- 14no. 1bed/8no. 2bed/ 3-person apartments –floor area 51-57m²
- 4no. 1bed/ 2-person M4 (3) apartments –floor area 63m²

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed tree planting, hedging and landscaping to front garden areas, would contribute positively to the street scene. Off street parking in the form of driveways are proposed to the dwellinghouses.

The proposed gardens, and amenity spaces for the cottage flats would provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a new community within the development. The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities in Cheetham, and the city centre.

The closest location to existing residential properties is on Dinnington Drive. The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable. The siting and layout of the development maximises the relationship with the adjacent road network. The siting and layout, provides a logical arrangement and is considered to be in accordance with the development plan.

It is clear that design principles take account of matters including privacy, overlooking and daylight and sunlight.

Scale / Massing

The scale of existing buildings in the immediate surroundings consists of predominantly 2 storey housing. Taking account of this context and the urban design objectives of providing appropriate scale frontages onto the surrounding streets, the proposed family houses would be predominantly two storeys in height to compliment the scale of the existing houses around the site, with the townhouses proposed at Alderford Parade being three storeys in height.

The alignment of the properties would also reduce the impact from massing.



Sketch study of proposed street elevation to new street linking Dinnington with Tammerton Drive



Street Elevation 1 – Starmoor Drive

Street Elevation 2 – Heatherdale Drive



Street Elevation 5 - Waterloo Road



Street Elevation 6 - Alderford Parade

The height of the proposed buildings within the development are considered appropriate given the location within the area.

The scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has incorporated the key characteristics of the surrounding area.

Typical terrace of 3 bedroom / 5 person 'townhouses' (Type 1)



Front Elevation

Typical terrace of 1 bedroom / 2 person apartments



Front Elevation

Traditional materials would also be used for the dwellinghouses, including brickwork with banding and feature brickwork in contrasting colouration, and thin edged grey concrete roof tiles, with dark grey window frames, which reference themselves to the local vernacular without being a pastiche.

It is recommended that a materials condition be attached to any approval to ensure the type and colouration of the proposed materials.

Window reveals have been indicated at 90mm but a condition has been appended to explore what can be achieved.

Typical 2 bedroom / 4 person house
(semi-detached)



Front Elevation

4 bedroom / 7 person house
(detached)



Front Elevation

Residential Amenity

The three storey townhouses would lie to the north of the existing three storey town houses on Deerhurst Drive. The Deerhurst Drive dwellings have single storey outriggers and small rear garden areas (5m in depth) screened by high wooden boundary fencing. At ground floor level there would be 18.5m between habitable room windows, however as the proposed town houses also have single storey outriggers, the distance between habitable rooms at the upper floor increases to 23.1m. Numerous property types have been developed in order to address potential overlooking issues due to the site depths and the Radburn layout of the retained houses on the periphery of the sites. There are a number of pinch points and the site plan has been annotated with distances both between existing and proposed dwellings and between the proposed dwellings for clarity.

There are a number of instances where it is recommended that bathroom, w.c. and landing windows are obscurely glazed, and in regard to certain plots where secondary bedroom windows at first floor level are obscurely glazed to a height of 1.7m above internal floor level to safeguard the privacy of both the existing residents and future occupiers.

Obscure glazing to ground floor w.c. window to side gable of plot no.5, and 18; landing windows at first floor level to side gables of plots nos. 6,9,10,13,14, and 17; bathroom and landing window to plot 22 at first floor level; bathroom window side gable to plot 55; bathroom window in the rear elevation of plot 33 is proposed to be conditioned.

In addition, the landing window and secondary bedroom window in the rear elevation of plot no.33 and the secondary bedroom window to the right-hand elevation to plot no.34 shall be conditioned to be obscurely glazed to 1.7m above internal floor area.

No.8 Newpark Walk is a large detached property lies to the south west of the Newpark Walk parking area, whilst the majority of the windows are within the north and south elevation of the property, there is a window at first floor level in the western side gable 1m from the boundary forming the curtilage of the property. The siting of proposed plot nos. 36 and 37 has been designed so that the window in the gable at no.8 Newpark Walk would not be in the direct line of sight of windows in the rear façade of either property, leading to these plots being widely spaced from each other.

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

The proposed development would spread arrivals and departures to the site, and any

noise and disturbance would not be unduly harmful in this context. The use of conditions in relation to boundary treatments would also enable privacy issues to be appropriately managed.

The proposed boundary treatment to dwellings fronting onto streets would comprise a low wall with railings above. It is acknowledged, however, there are some areas within the overall site where easements are present and in these areas the boundary treatment would be in the form of metal railings set above a plinth. A higher 2.1m wall is proposed to the borders of rear private gardens providing a secure boundary, and in other instances rear gardens would be bounded by a combination of 2.1m wooden close boarded fencing with trellises adjacent to the rear façade reducing in height to 1.8m to the rear garden perimeter. This boundary treatment would also have hedgehog gaps incorporated into the base to link up the gardens in the neighbourhood and promote free roaming to the local wildlife, but also ensure security and privacy of the private usable amenity space. It is recommended that this aspect of the scheme is conditioned.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. The application is accompanied by a Phase 1 preliminary risk assessment and a Phase II Interpretative Ground Assessment. The proposed development would involve redeveloping a site which has been previously occupied by housing, with a clothing factory on the northern boundary of the site. The report identifies the site as being within a coal mining area, but does not suggest further action is required to assess the risks associated with coal mining assets. A Detailed Unexploded Ordnance (UXO) Threat & Risk Assessment was undertaken, with records identifying some high explosive bomb strikes recorded between 100m north-west and 205m south of the site. On this basis the site has been rated as of Medium Risk, which requires further action to reduce risk to ALARP (As Low As Reasonably Practicable) during intrusive activities. Mitigation measures to reduce risk are recommended and include an Operational UXO Emergency Response Plan; UXO Safety & Awareness Briefings; and An On-Call Explosive Ordnance Disposal (EOD) Engineer. It is recommended that this aspect of the scheme is conditioned.

The Phase I preliminary risk assessment PRA has highlighted areas of concern and deemed part of the site to comprise Moderate Risk, with the remainder of the site to be a Moderate/Low risk. The Phase II Interpretative Ground Assessment identified the presence of lead and three organic compounds within the western areas of the site, but that these contaminants are unlikely to pose a zone wide risk to human health and no remedial works are required. Notwithstanding, the report recommends that site levels are reduced by 300mm and replaced with clean imported material to facilitate a growing medium. For these areas. However, in respect of the eastern areas of the site It is recommended that site levels are reduced by 600mm material from site and the importing of clean tested material to create a capping break layer in garden areas on site, with hardcover providing a break layer in other areas of the site. In addition, further delineation is needed in regard to one of the trial pits to clarify the extent of the material which was found.

Furthermore, the submitted documentation on the basis of ground gas monitoring at the site, recommends that gas protection measures are incorporated into the design of the proposed buildings.

In view of the observations received from Environmental Health officers regarding the need for further discussion and additional assessment of ground conditions in the Alderford Parade section of the site to support the submitted statistical analysis, soils management arrangements both on and off site, together with delineation of hotspots and further assessment of these

areas and details of the gas protection measures, it is recommended that conditions are attached to any approval relating to ground conditions, in order to comply with policy EN18 of the Manchester Core Strategy (2012).

Highway Related Matters

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. The Site is in an accessible location, within close proximity to several modes of sustainable transport with bus stops located within the immediate vicinity of the site Waterloo Road (2 services) and (3 services) Cheetham Hill Road.

A Transport Assessment (TA) accompanying the application, which include a Stage 1 Road Safety Audit. The review of the data suggests that there are no road safety concerns within the study area, and that the site is well located in terms of access to local amenities and facilities by foot, cycle or public transport, allowing residents to have choices over their travel modes, removing the reliance on car journeys.

The proposed development is anticipated to generate an additional 31 two-way vehicle movements during the generic AM peak hour, and 18 two-way movements during the generic PM peak hour, over a typical weekday. Given vehicles associated with the site have four separate points of access onto the wider highway network, a requirement for off-site junction assessments has not been identified. Highway Services officers have advised that no further trip generation/operational assessments are needed. Based on the review of local collision data, Highway Services officers also agree that there is no available evidence to suggest an existing road safety concern, which would be exacerbated by the proposals.

The proposed development would not be expected to have a severe impact on the operation of the local highway network. It is, however, recommended that a highway works condition be attached to any approval, which would include any requirements for traffic regulation orders, and the incorporation of any dropped cross overs and associated tactile paving, in particular to the proposed new spine road between Tamerton Drive and Heatherdale Drive.

The request for the proposed development to fund bus stop improvements has been noted however, due to this scheme delivering 100% affordable housing and the need to provide 10% biodiversity net gain, it is not anticipated that this request would be deliverable.

The request by Highways Statutory Approvals team for a detailed plan showing the full extent of proposed areas of new footway/footway widening and carriageway; carriageway/footway dimensions; areas which will require stopping-up; and areas where adoption will be required noted. A request that the scheme includes footway resurfacing, provision of dropped-kerbs/tactile paving at all junctions/crossing points and footway reinstatement at redundant access points on all footways surrounding and connecting between each development plot, as part of the S278/S38 works was also made by Highways officers.

It is expected that the details set out above would form part of highway section 278 and section 38 agreements, however, it is recommended that a condition related to the detailed designs of highway works (including specifications) of all on-site and off-site highway works (including footway reinstatement, footway and carriageway resurfacing, dropped-kerbs/tactile paving, lighting column relocation and any Traffic Regulation Orders) and a delivery sequence as relevant to that phase is attached to any approval.

The nature of the layout of the housing estate is such that it does not lend itself to rat running. Although a new route connecting Tamerton Drive to Dinnington Drive is proposed, it is not expected that a condition would be needed to lead to the incorporation of measures to reduce traffic speed restrict traffic to 20mph for this short section of highway serving 8 dwellings. The request by Highway officers for the new spine road and surrounding streets to be subject to a 20mph speed limit implemented via a TRO to be funded by the applicant has been noted, but does not seem to be proportionate given the limited extent of new carriageway which is being proposed. It is therefore not proposed to incorporate the need for traffic calming into the recommended highway works condition.

The pinch point referenced by Highways officers adjacent to Plots 59 – 64 relates to an existing hard surfaced route to access an existing hard surfaced area in front of nos.8-12 Downgate Walk, which the existing occupier use for parking. It is proposed to incorporate a 2m wide footway which would improve pedestrian safety short section of carriageway to enable vehicles to reverse from parking spaces for those dwellings.

Further observations by Highway officers in respect of the short length of road proposed to the front of plot nos.22 and 23 to facilitate access to the associated off street parking spaces were raised with the planning agent, who subsequently confirmed that proposed road to the north of plots 22 and 23 can be unadopted, but that it would be built up to highways standards.

The request that any areas of landscaping are either formed of hardstanding or incorporated into private gardens for maintenance reasons has been noted. In addition, a Stage 1 Road Safety Audit (RSA 1) of the proposed site access points, footways and spine road accompanying the application. identified that the proposed trees in proximity to the Alderford Parade /Waterloo Road could block visibility at the junction / to the signals at the nearby crossing, risking junction pull-out type collisions or signal violations and pedestrian collisions. Revisions were subsequently made to the initial scheme to include much of the proposed tree planting into the retained areas of open space. Trees are no longer proposed in proximity to the Alderford Parade /Waterloo Road junction.

A Highway stopping up plan ref: 1007 has been submitted following Highways comments, and proposed site plan 1002 shows the widening of the existing carriageway to 4.8m for a short length between Heatherdale Drive and Downgate Walk following comments made by Highway Services.

Due to the scale of the development and the proximity to existing properties, a Construction Management Plan (CMP) is required to be submitted for this development. The inclusion of an appropriately worded condition is therefore proposed.

To conclude the level of impact on the highway network is not considered to be significant, however, travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

Car Parking

70 parking spaces are proposed, which equates to a ratio of one space per unit, which is considered to be acceptable. Highway Services officer's comments regarding the size of parking bays to dwellinghouses have been noted. This matter was raised with the planning agent, and where it is possible for 6m x 3m to be achieved, this has been provided. However, some parts of the site are subject to constraints. The minimum size of spaces would be 5.0m x 2.5m where it has not been possible to incorporate the larger space dimensions.

In respect of the arrangement parking spaces to serve plots 1 to 21 (town houses) and in particular plots 59-70 (cottage flats), it is considered that parking bays to serve these plots need to be allocated and the bays marked accordingly to prevent mis-use by visitors to the wider housing estate. It is recommended that this aspect of the scheme is conditioned.

All dwellings would have electric vehicle charging facilities (min 7kw), and each dwelling would have cycle storage provision. This level of car parking, cycle parking and electric vehicle charging points is considered to be appropriate to the scale, location and nature of the development. It is recommended that these aspects of the scheme are conditioned.

Furthermore, the proposed development includes new areas of formalised parking to cater for existing resident demand, including an area off Heatherdale Road, and demarcated parking along Starmoor Drive (along with additional footway provision). Whilst this approach would lead to the removal of some existing on-street provision, it would mitigate against some loss of on-street parking resulting from the redevelopment of the vacant site for housing. Following the comments by Highway officers the assessment of existing on-street demand a Transport Note has been submitted. This confirms that the proposed development could lead to the loss of up to 18 unmarked bay parking spaces along the southern side of Alderford Parade up to 6 bay parking spaces along the northern side of Dinnington Drive, and potentially 5 parking spaces on Starmoor Drive.

The Transport note states that Tamerton Drive does not function as a designated parking area, but is likely used as vehicle turning.

Whilst the loss of the spaces on Dinnington Drive is acknowledged, there is a parking area, and an inset layby parking areas on the southern side of Dinnington Drive which would not be affected by the proposed works. Furthermore, the spaces which would be lost in this location would have served the house which present at the site historically.

In regard to Alderford Parade, the retained hard surfaced area where it is identified that 18 spaces would be lost was occupied by a parade of shops. The proposal would incorporate part of the existing hard surfaced areas into the curtilage of the development, where parking is proposed in connection with the development. The area in front of the residential properties at nos.1-7 Alderford Parade would be retained, together with the parking bays within the north of the hard surfaced area.

Observations regarding the need for a swept-path assessment for driveway access/egress at Plot 34 where access is provided via the parking area at Newpark Walk were noted, and a swept path plan was provided and forwarded to highways officers for their consideration.

Travel Plan

A Framework Travel Plan accompanies the application. The document sets out a package of measures for the end user of the site, aiming to have a beneficial impact on the travel choice of residents. These measures have been designed to support the implementation of sustainable transport to help reduce dependency on single occupancy car journeys. It is recommended that a condition is attached to any approval to require the submission of a detailed Travel Plan for the residential development prior to first occupation of the development.

Heritage Impacts

The proposed development site contains no heritage assets and is not located within a Conservation Area. The nearest Listed Building is former St Johns Church which is a Grade II* building and lies 145m to the north of the site on Waterloo Road. Given the distance of the site from the church and the built form between the church and the site. it is considered that the

proposed development would have less than substantial harm to the listed building in regard to special architectural or historic interests of the Church, views of the church and to the setting of the church.

Open space

The proposed development would lead to the loss of amenity green space. Whilst the overall site area covers 1.56 ha, three areas of amenity green space would be retained for the use of both existing residents and future occupiers

Priorities for open space, sport and recreation in the City set out in Manchester's Strategic Open Space, Sport and Recreation Study and within the regeneration areas include the following which are relevant to this area of the city: - North area shows that in relation to North Manchester there is 3.46ha of surplus amenity green space. It is considered on balance, that the combination of the retention of amenity green space within the proposed development and the delivery of much needed affordable homes, with associated biodiversity improvements would outweigh argument to retain the amenity green space which would be lost. Furthermore, consideration has been had to the former uses of the amenity green space forming these sites which was previously brownfield land occupied by housing and shops.

Landscaping

54 extra heavy standard trees would be planted within the proposed development. Trees would be located in the rear gardens of the proposed houses and in the three areas of retained amenity green space. The soft landscaping scheme also includes hedge planting the back of pavement set behind the boundary treatment, and some beds of ornamental shrub planting within the curtilage of the proposed dwellinghouses.

It is therefore proposed that a landscaping condition be attached to any consent to require the implementation of the landscaping, together a requirement for any soft planting which dies or is removed within 5 years of planting to be replaced, and with an on-going maintenance strategy with an identified and confirmed management company for the planting associated with the apartments elements of the proposed development.

Trees

An Arboricultural Implications Assessment accompanies the application and identifies the need to remove 13 trees and 3 groups of 2 trees in regard to the proposed development. The trees to be removed are categorised as either category B2 (9 trees) and C2 (4 trees) and groups of trees, 2 being category C2 groups and one being a category B2.

7 existing trees and 5 groups of trees would be retained on site, which comprise a mix of category B2 and C2 trees.

In addition to none of the trees on the site being covered by a Tree Preservation Order, the site is not located within a Conservation Area

The Arboriculturist has not raised any issues in connection with the proposed tree removal. The observations in connection with the Silver Birch ref: T1 (Appendix 3 Arboricultural Implications Assessment Site 1), and the suggested approach for removal due to the potential for the presence of bats is considered elsewhere in this report.

The proposed tree planting includes native species which would also contribute to the biodiversity of the site by providing foraging opportunities. The species have been chosen to suit the location and allow them to develop into mature trees. It is recommended that the measures set out in the Arboricultural Method Statement (in particular the protection of the retained trees during the construction period) are

implemented, and that all tree work should be carried out by a competent contractor in accordance with British Standard BS 3998 "Recommendations for Tree Work".

Ecology/Biodiversity

A Preliminary Ecological Appraisal (PEA) has been submitted in support of this application.

The site comprises an area of comprised a large area of modified grassland and small areas of bare ground. The site was located on public open spaces on a housing estate within the urban area of Cheetham. These habitats are anticipated to have limited ecological value. However, the report identifies that the scattered trees may provide suitability for nesting birds and foraging bats.

Due to the small size and nature of the proposed works and the distance between the proposed site and the SSSI, no detrimental impacts on the statutory designated site are anticipated as a result of the development.

The site was found to have the following potential ecological constraints:

- One Silver Birch tree (T1) found to have Low (PRF-I) bat roosting potential.
- Potential presence of nesting birds within the individual trees.
- Potential presence of badgers within the local area.
- Potential presence of hedgehogs within the modified grassland and the understories of the individual urban trees.

The report concludes that no further surveys are recommended, but it is recommended that mitigation measures including: precautionary working methods for badgers; that tree T1 should be soft felled under ecological supervision; and that vegetation should be retained where possible.

Furthermore, that if any vegetation requires removal, it should be removed outside of the breeding bird season, and this is not possible, a nesting bird check should be undertaken by a suitably qualified ecologist up to 24 hrs before works commence. If a nest, or nest in construction, is located, then a stand-off distance should be maintained until the young have fledged.

The report also references that a gain in biodiversity will be required on-site, and that if this cannot be achieved on- site, a conservation off-site compensation may be required.

The Silver Birch tree (T1) tree is due to be felled to facilitate the development. The applicant's ecologist has suggested an approach which is accepted by GMEU. It is therefore proposed that this aspect of the scheme is conditioned accordingly.

It is acknowledged that artificial lighting can affect the feeding and commuting behaviour of bats. Given the size of the development, it is recommended that an appropriately worded condition is attached to any approval.

Due to the open nature of the site with scattered trees with the potential for nesting birds to be present, it is recommended that a condition to require any removal of trees and vegetation outside of the bird nesting season, and if the removal of trees and vegetation needs to occur from March to August (inclusive), then any areas to be impacted should be checked for active bird nests before the works begin (by an ecologist) is attached to any approval.

The applicant's ecologist felt that the site could be used by badgers and hedgehogs for commuting and foraging, and reasonable avoidance measures have been set out in section 4.3.3 of the Preliminary Ecological Appraisal (E3P – Feb 2024). GMEU have recommended an informative is included that ensures any contractors working on the development are made aware of the measures. It is, however, proposed that this requirement be conditioned, together

with a requirement that where no development (in a phase) commences within 12 months of the date of consent, a further survey of the site and locality for the presence of hedgehogs and badgers in that phase shall be undertaken and the findings shall be submitted for consideration.

A condition relating to the provision of bat and bird boxes is recommended to be attached to any approval, together with a requirement that the hedgehog gaps below fencing shown on the landscaping plans be implemented to allow the movement of hedgehogs through the site.

Hedging has also been incorporated to the front garden dwellinghouses at the back of pavement, this in association with the planting of a significant number of native trees of would contribute to enhancing the biodiversity of the development

Biodiversity Net Gain

The application is accompanied by a Biodiversity metric calculation, and a Statutory Biodiversity Metric Report. The appraisal found the site had some ecological value, consisting of mostly modified grassland and individual trees. The pre-development biodiversity value of onsite habitats is 7.09 (calculated on 1st February 2024).

The current landscape proposals show a loss of 1.84 habitat units (25.52%) and a gain of 0.43 hedgerow units (100%). Overall, there is a unit deficit of 2.56 habitat units. Furthermore, the trading rules will not be satisfied due to the loss of trees, modified grassland and bare ground.

Due to the limited area for landscaping, it is unlikely that a 10% net gain in habitat units can be achieved on-site. As such, off-site compensation would be required.

Based on current plans, a deficit of 2.56 habitat units will need to be mitigated for achieve a 10% net gain and satisfy the trading rules. Of the 2.56 habitat units required to achieve a 10% gain, to satisfy the trading rules a total of 0.40 low distinctiveness habitat units, and 1.45 habitat units of medium distinctiveness (individual trees) will need to be compensated for.

Given the low to medium distinctiveness of the BNG units required and the increasing availability of BNG units, Greater Manchester Ecology Unit have advised that the local planning authority can be reasonably confident that the statutory biodiversity condition could be discharged. Furthermore, additional species enhancements are proposed be provided on-site, in the form of bat and bird boxes.

It is therefore recommended that conditions related to the Biodiversity Gain Plan (BGP), and BNG metric, together with the submission of a Habitat Management and Monitoring Plan be attached to any approval.

If approved, it is acknowledged that the Biodiversity Gain Plan (BGP), Habitat Management and Monitoring Plan (HMMP) and BNG metric would all need to be updated to show how the onsite and offsite biodiversity gain would be achieved and managed over the next 30 years before any condition could be discharged.

Noise

The principal source of noise has been identified as road traffic on Waterloo Road and other roads in the local area. A Noise Impact Assessment references appropriate target internal noise levels are achievable using mitigation measures, including the need for higher specification glazing for certain plots. Mitigation advice, including the use of suitably specified glazing and the potential use of trickle vents to windows or mechanical ventilation to plots in proximity to Waterloo Road and Alderford Parade frontages, have been recommended to reduce to a minimum any adverse impact. Concerns have however been raised by Environment Health officers regarding the extent and timing of the noise surveys which were undertaken to inform the report. It therefore proposed to attach a condition to any approval require further survey work to be undertaken to ensure that the mitigation measures to be incorporated within the development to achieve appropriate internal

noise levels within the proposed dwellings. As the sites have been occupied by residential development in the past considered that appropriate mitigation measures would be achievable. Within the current Noise Impact Assessment, it is proposed that a 2m high acoustic fence would need to be sited to side of the rear garden of Plot no.1 on Alderford Parade, extending also the rear garden boundaries of plots 1-5. Due to highly visible location of the proposed acoustic fencing, it is proposed to attach a condition in regard to the design of the fencing to enable consideration of the visual impact.

Due to the nature of the development and its scale, and the siting of the proposed, it is not believed there would be any undue impact on existing residents.

Flood Risk / Surface Water Drainage

The application is accompanied by a Flood Risk Assessment & Drainage Strategy. The sites are located in Flood Zone 1 (area at low risk of flooding), i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1.

The submitted Flood Risk Assessment & Drainage Strategy indicates that surface water drainage soakaway tests have indicated that infiltration is not likely to be due to the ground conditions. The FRA states that it is therefore proposed to discharge the surface water to the surface water drains.

The proposed development would be split into two catchments, with information having been provided regarding proposed discharge rates(5l/s). The site will need to incorporate attenuation measures for up to and including the 1 in 100-year event plus climate change of 45% for the surface water, which would be in the form of attenuation is provided in the form of attenuation tanks prior to controlling discharge to the existing surface water sewer via a vortex control.

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

Comments received from United Utilities relating to a large diameter trunk main is located in the vicinity of the site, and a public sewer crossing the site were forwarded to the planning agent. However, within the Flood Risk Assessment & Drainage Strategy figure 7 is relates to an United Utilities Sewer extract record, and the site layout has been designed to take account of that infrastructure.

Sustainability and Energy Efficiency

An Environmental Standards Statement advises that to meet the challenging demands associated with sustainable development a fabric first approach and low carbon and renewable energy systems (including air source heat pumps) is considered the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling. The development has been designed to meet Building Regulations Part L 2012/21 standards, and would therefore deliver a total of >60% reduction over Part L1A 2013, and 21.38% reduction as per L1A 2021 in respect of the proposed dwellings. The development would be subject to Part L of the Building Regulations requirements which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022.

Fabric first measures include enhanced insulation to improve energy efficiency.

- Energy efficient boilers.
- Enhanced air tightness and thermal bridging
- Continuous extract ventilation system using System 3 MEV will be generally

provided to all the houses, but with plots affected by traffic noise MVHR's may be needed.

- Energy efficient light fittings.
- Heating and hot water provided by air source heat pumps

This is considered to be a satisfactory approach, but it is recommended that this aspect of the proposed development is conditioned.

Designing out Crime

A Crime Impact Statement (CIS) by GMP Design state that the proposed layout of the scheme is considered to be acceptable. They make some suggestions in order to improve the development from a crime prevention perspective, which are set out within the document and are related to any new passageways should be illuminated to a high standard and be wide enough to accommodate pedestrians passing in different directions; boundaries should be robust to prevent them from being easily damaged and sufficiently high enough to prevent climbing., and the existing substation should have a secure boundary to prevent the creation of a concealed area to the rear.

The planning agent responded to the matters raised confirming that the boundary treatment plan shows all boundaries connecting properties would be formed from a 2100mm high brickwork wall with lockable metal gate, and that a 2100mm brickwork wall connected to the existing brick and concrete structure would form the substation enclosure. However, in respect of the lighting matter, they request this element of the development is conditioned.

In view of the comments received from Design for Security officers in GMP it is proposed to attach a condition to any approval to require that the proposed development reflects the measures and physical security specifications listed in sections 3.3, 4 and 5 of the Crime Impact Statement, with a requirement of the development to achieve secure by design accreditation to ensure the implementation of appropriate measures.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse in the rear gardens of the houses, for general waste, pulvable recycling, mixed recycling and for green waste. In relation to the cottage flats communal bins stores are located within the curtilage of each block, and behind the front building lines. The Proposed site plan (Bicycle and recycling storage) identifies the location for the proposed bin stores.

Refuse collection would be taken from adjacent highways, with bins wheeled to the front of the properties as appropriate on collection days. Whilst documentation accompanying the application confirms that bin capacity and storage would be in accordance with the Council's requirements, comments from Environmental Health officers have been noted.

It is therefore proposed to attach a condition to any approval to require finalised details of capacities of waste storage in the locations shown on the proposed site plan (Bicycle and recycling storage), and that the waste storage is implemented in accordance with the locations on the proposed site plan. Furthermore, that the designs of bin stores to serve the cottage flats are submitted for consideration, prior to their implementation.

Air Quality

This site is not located in a City Council designated Air Quality Management Area (AQMA). An Air Quality Assessment has been submitted which considers the potential impacts of the development in this regard. The assessment identifies the proposals have the potential to cause air quality impacts because of dust emissions during construction, and road traffic exhaust emissions associated with vehicles travelling to and from the site when it is operational, as well as the exposure of future residents to elevated pollution levels. The results of the assessment also

indicate that pollution levels were not predicted to be significant at any sensitive locations in the vicinity of the site. The results of the assessment also confirm that predicted pollution levels were below the relevant criteria across the development. On this basis no mitigation has been identified as being required.

However, the report identifies a number of mitigation measures which have been included within the development, including the incorporation of electric vehicle charging points, the production of a travel plan and that any boilers within the proposed properties would be provided in accordance with the relevant requirements.

Finalised details of the type of EV chargers have not been provided for consideration. It is therefore, recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. A condition is also proposed in relation to the implementation of the cycle storage arrangements before the occupation of the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16.

Broadband

There is existing Openreach and Virgin Media infrastructure in the vicinity of the sites. It is therefore anticipated that the application properties would have access to good download speeds.

Play Space

M/CR Active originally were of the view that there was a disused MUGA on the site, but have subsequently confirmed the area in question at Alderford Parade was an informal children's play space rather than a formal MUGA, and on that basis they wish to withdraw Manchester Active's objection to this proposal.

It has also transpired that the weldmesh fencing on the site of the former parade of shops at Alderford Parade was related to a site compound (not a MUGA), and that the fencing had not been subsequently removed.

Boundary treatment

As advised earlier the proposed boundary treatment to dwellings fronting onto streets would comprise a low wall with railings above. It is acknowledged, however, there are some areas within the overall site where easements are present and in these areas the boundary treatment would be in the form of metal railings set above a plinth. A higher 2.1m wall is proposed to the borders of rear private

gardens providing a secure boundary, and in other instances rear gardens would be bounded by a combination of 2.1m wooden close boarded fencing with trellises adjacent to the rear façade reducing in height to 1.8m to the rear garden perimeter. This boundary treatment would also have hedgehog gaps incorporated into the base to link up the gardens in the neighbourhood and promote free roaming to the local wildlife, but also ensure security and privacy of the private usable amenity space.

The boundary treatment to the proposed substation would comprise 2.1m brickwork wall connected to the existing brick and concrete structure.

As advised earlier in this report it is proposed that a 2m high acoustic fence would need to be sited to side of the rear garden of Plot no.1 on Alderford Parade, extending also the rear garden boundaries of plots 1-5. Due to highly visible location of the proposed acoustic fencing, it is proposed to attach a condition in regard to the design of the fencing to enable consideration of the visual impact.

The front boundary treatment to the dwellings would be permeable at a height greater than 600mm in order to maintain adequate levels of pedestrian and vehicle visibility from driveways.

Lighting

As the exact lighting lux levels in regards to the illumination of existing passageways have yet to be confirmed, it is proposed that this aspect of the scheme is conditioned as part of an external lighting condition, which also takes account of the potential for the presence of bats.

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.

Inclusive Access

All houses would be accessible to a high standard in accordance with Building Regulation requirements with and in accordance with the principles of Building for a Healthy Life requirements. Level access would be provided to all dwellings. Out of the 70no. new dwellings 45no. will be to M4(2) standards and 4no. will be to M4(3) standards. Of the dwellings which do not meet M4(2) standards this is on the basis that the downstairs toilet measures 1715mm x 1050mm (rather than 1800mm x 1450mm) and the upstairs bathroom measures 2150mm x 1700mm (rather than 2150mm x 1900mm). In respect of the ground floor layout to those dwellings an internal wall could be relocated to enable the creation of a toilet to meet M4(2) requirements, if required by the future occupier standards.

Local Labour and jobs

The proposed development has the potential to generate temporary construction related jobs.

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

Community Consultation

Pre application engagement took place between 26th February 2024 and 20th June 2024.

A Public Consultation event to show proposals to local residents and give them an opportunity to provide feedback held on 01.08.24 at the New Testament Church of God on Tamerton Drive. A summary of the feedback received is set out below:

- Recognised need for new housing in the area
- A mix of housing types is good
- New housing will contribute to reduction / perceived fear of crime in

the area

- Privacy, access and car parking for existing residents is protected
- New housing outweigh loss of open space
- In curtilage car parking was good
- Safer pedestrian routes with good street lighting and no cut

throughs

- Routes across the area are protected
- Construction work to ensure safety of residents

The overall impression from residents was very positive.

Further comments were invited by the MSV email address provided on the notification leaflet

Other matters raised by local residents

Comments regarding impacts to traffic due to construction works have been noted. It is recommended that a condition relating a requirement for the submission of a detailed construction management plan outlining working practices during development be attached to any approval.

Conclusion

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

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

decision falls within the margin of discretion afforded to the Council under the Town and Country Planning Acts.

Recommendation: Approve

Article 35 Declaration

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

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

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

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

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

Phasing plan ref: 21-026-BSA-D-A-1003

Site Location plan ref: 21-026-BSA-D-A-1000

Existing Topographical plan ref: 21-026-BSA-D-A-1001

Broadband connectivity Information

Utilities Survey plan ref: LS5236 01 and plan ref: LS5236 02

Environmental Standards Statement ref: Z62503 rev. A

Air Quality Assessment ref: Z62503.3 dated July 2024

Noise Impact Assessment ref: Z62503.2 dated May 2024

Preliminary Ecological Appraisal Report ref: 80-924-R1-1 dated February 2024

Flood Risk Assessment & Drainage Strategy Reference: Job 33716-SUT-ZZ-00-RP-S-0001 rev. A dated 3rd May 2024

Proposed Drainage Layout sheet 1 of 2 ref: 33716-SUT-ZZ-XX-DR-C-655-0001 rev.P01

Proposed Drainage Layout sheet 2 of 2 ref: 33716-SUT-ZZ-XX-DR-C-655-0002 rev.P01

Risk Assessment and Method Statements (RAMS) Reference: 33716-SUT-ZZ-00-HS-G-7001 rev.P01 dated November 2023

Received 27th August 2024.

Crime Impact Statement Version A: 7th August 2024 reference 2024/0257/CIS/01

Phase 1 Preliminary Risk Assessment ref: 33716-SUT-ZZ-00-RP-G-7101 rev. P01 dated November 2023

Phase II Interpretative Ground Assessment Ref: 33716-SUT-ZZ-00-RP-G-7202 rev.P01 dated April 2024

Transport Assessment ref: RHC-24-024-TA dated July 2024

Framework Travel Plan ref: RHC-24-024-TP dated July 2024

Received 29th August 2024

Email from planning agent regarding Secure by Design matters dated 18th September 2024.

Street Elevations Plan ref: 21-026-BSA-D-A-1005 rev. A
Proposed site plan – Bicycle and recycling Storage plan ref: 21-026-BSA-D-A-1006
Proposed stopping up plan ref: 21-026-BSA-D-A-1007 rev.A
Proposed site plan showing existing roads plan ref: 21-026-BSA-D-A-1008
Block 1 M4(2) compliance plans ref: 21-026- BSA -1050
Block 5 M4(2) compliance plans ref: 21-026- BSA -1052
Typical proposed window section plan ref: 21-026- BSA -1055
Arboricultural Implication Assessment Site 1 ref: TRE/HDCHS1 dated 18th October 2024
Arboricultural Implication Assessment Sites 2 &3 ref: TRE/HDCHS 2A3 dated 18th October 2024
Arboricultural Method Statement Site 1 ref: TRE/HDCHS1 dated 18th October 2024
Arboricultural Method Statement Site 2 &3 ref: TRE/HDCHS 2AS dated 18th October 2024

Received 22nd October 2024

Block 1 Plans & Elevations plan ref: 21-026-BSA-D-A-1010 rev.B
Blocks 2,3 and 4 Plans & Elevations plan ref: 21-026-BSA-D-A-1012 rev.B
Block 5 Plans & Elevations plan ref: 21-026-BSA-D-A-1014 rev.B
Blocks 7,14, and 15 Plans & Elevations plan ref: : 21-026-BSA-D-A-1018 rev.B
Block 8 Plans & Elevations plan ref: 21-026-BSA-D-A-1020 rev.B
Blocks 6,9, and 10 Plans & Elevations plan ref: 21-026-BSA-D-A-1022 rev.B
Block 13 Plans & Elevations plan ref: 21-026-BSA-D-A-1024 rev.B
Block 16 Plans & Elevations plan ref: 21-026-BSA-D-A-1026 rev.B
Block 17 Plans & Elevations plan ref: 21-026-BSA-D-A-1028 rev.B
Block 18 Plans & Elevations plan ref: 21-026-BSA-D-A-1030 rev.B
Block 20 Plans & Elevations plan ref: 21-026-BSA-D-A-1032 rev.B
Block 21 Plans & Elevations plan ref: 21-026-BSA-D-A-1034 rev.B
Block 22 Plans & Elevations plan ref: 21-026-BSA-D-A-1036 rev.B
Block 23 Plans & Elevations plan ref: 21-026-BSA-D-A-1038 rev.B
Block 24 Plans & Elevations plan ref: 21-026-BSA-D-A-1040 rev.B
Block 19 Plans & Elevations plan ref: 21-026-BSA-D-A-1042 rev.A
Block 12 Plans & Elevations plan ref: 21-026-BSA-D-A-1044 rev.A
Block 11 Plans & Elevations plan ref: 21-026-BSA-D-A-1046
Received 28th October 2024

Landscape GA 1 of 2 plan ref: 345 01 rev.D
Landscape GA 2 of 2 plan ref: 345 02 rev.D
Boundary treatment plan ref: 345 03 rev.B
Detailed planting proposals 1 of 2 plan ref: 345 04 rev.C
Detailed planting proposals 2 of 2 plan ref: 345 05 rev.C
Statutory Biodiversity Metric Calculation
Statutory Metric report Reference: 80-924-R2-4 dated 29 October 2024

Received 30th October 2024

Transport Note ref: RHC-24-024-TN dated 22nd November 2024
Plot 34 swept paths plan ref: RHC-24-024-06
Received 27th November 2024

Proposed site plan ref: 21-026-BSA-D-A-1002 rev. E
Proposed Site Roof Plan ref: 21-026-BSA-D-A-1004 rev. C
Received 17th December 2024

Proposed Site Parking Plan ref: 21-026- 1009 rev.A

Received 3rd January 2025

Affordable Housing Statement dated January 2025
Planning Statement ref: 21-026 dated August 2024
Received 6th January 2024

Design and Access Statement ref: 21-026 rev.A (07.01.2025)
Received 7th January 2024

Reason - To ensure that the development is carried out in accordance with the approved plans, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

3. The development hereby approved shall be carried out in accordance with the phasing plan ref:21-026-BSA-D-A-1003 received on 27th August 2024.

Reason - Required to be imposed pursuant to Section 92 of the Town and Country Planning Act 1990 and to reflect the likely arrangements for the implementation of the proposed development.

4. Prior to the commencement of each phase of development, a detailed construction management plan outlining working practices during development for that phase shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

- o The routing of construction traffic;
- o Detail the vehicular activity associated with the construction including appropriate swept path assessment;
- o Details of the location and arrangements for contractor parking;
- o The identification of the vehicular access points into the site;
- o Identify measures to control dust and mud, including on the surrounding public highway including details of how the wheels of contractor's vehicles are to be cleaned during the construction period;
- o The details of an emergency telephone contact number for the site contractor to be displayed in a publicly accessible location;
- o A highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.
- o Identify measures to reduce noise emissions;

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

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

5. Prior to above ground works of any phase, samples and specifications of all materials to be used on all external elevations relevant to that phase of development shall be submitted to and approved in writing by the City Council as local planning authority. The development of the phase shall be carried out in accordance with the agreed details for that phase.

Reason -To ensure that the appearance of the development is acceptable to the City Council as local planning authority in the interests of the visual amenity of the area within which the site is located, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

6. Prior to above ground works of any phase of the development, full detailed designs (including specifications) of all on-site and off-site highways works (including footway reinstatement, footway and carriageway resurfacing, dropped-kerbs/tactile paving, lighting column relocation , and any Traffic Regulation Orders) and a delivery sequence as relevant to that phase, shall be submitted to and approved in writing by the City Council as local planning authority. The highway works shall be implemented in accordance with the approved details and approved delivery sequence, and all the agreed works shall be completed prior to the first dwelling unit in that phase being occupied.

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

7. The car parking indicated on the approved plans for each dwelling (including flats), shall be surfaced, demarcated and made available for use prior to that dwelling (including flats) hereby approved being occupied. The car parking for that dwelling (including any flats) shall then be available at all times whilst that dwelling (including any flat) is occupied.

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

8. Prior to the first occupation of plots nos. 1-21 (all) and 59-70 (all), details of measures to ensure that those parking spaces are allocated to the associated dwellings, and not available for the use by residents in the wide area, shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures shall be implemented for plots nos. 1-21 (all) and 59-70 (all), in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within plots nos. 1-21 (all) and 59-70 (all), being brought into use and be retained thereafter.

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

9. Prior to the occupation of each phase of the development, finalised details of materials and colouration of the cycle stores shown on Proposed site plan – Bicycle and recycling Storage plan ref: 21-026-BSA-D-A-1006 for that phase of the development shall be submitted to and approved in writing by the City Council as local planning authority. The cycle storage arrangements shall be implemented for that phase in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being brought into use and be retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN6 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

10. a) Prior to the occupation of any dwelling within a phase of the development, a Full Travel Plan, relating to the phase in which the dwelling is situated shall be submitted to and agreed in writing by the City Council as Local Planning Authority. In this condition a Travel Plan means a document which includes:

i) the measures proposed to be taken to reduce dependency on the private car by those attending or employed in the development

- ii) a commitment to surveying the travel patterns of staff during the first three months of use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car.

b) Within six months of the first occupation of a phase of development (or an alternative timescale to be agreed in writing with the Local Planning Authority), a revised Travel Plan, which takes into account the information about travel patterns gathered pursuant to item (ii) above, shall be submitted to and approved in writing by the City Council as local planning authority for the development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for that phase of the development at all times when the development hereby approved is in use.

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

11. a) Prior to the occupation of any dwelling within any phase of the development, finalised specifications of the electric charging points to dwellings (including cottage flats), relating to the phase in which the dwellings are situated, shall be submitted to and agreed in writing by the City Council as Local Planning Authority.

b) Prior to occupation of the residential development within any phase of the development any agreed mitigation measures shall be implemented and verified as such in writing by the City Council as local planning authority and shall remain in situ whilst the dwellings (including cottage flats) within that phase of development are occupied.

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

12. a) Notwithstanding the Sutcliffe Phase 1 PRA dated November 2023 reference 33716-SUT-00-RP-G-7101 and the Sutcliffe Phase II Site investigation dated April 2024 reference 33716-SUT-00-RP-G-7202, before any phase of development hereby approved commences, a scheme for the investigation of the site and a report prepared outlining what measures, if any, are required to remediate the land (the Remediation Strategy) within that phase, shall be 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 within that phase commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) within that phase shall be submitted to and approved in writing by the City Council as local planning authority. The development within that phase 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 each phase of 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 for that phase.
- c) In the event of any non-conformity with the approved Site Investigation Report and/or Remediation Strategy for any phase of development, then any further measures that are required to remediate the land shall be carried out within that phase of development. 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 that phase of 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 (2012).

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

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

The remediation strategy for that phase shall be implemented as approved.

Reason - To ensure that the development does not contribute to and is not put at unacceptable risk from or adversely affected by unacceptable levels of pollution from previously unidentified contamination sources at the development site, in accordance with paragraph 193 of the National Planning Policy Framework, and pursuant to policies EN18, SP1 and DM1 of the Manchester Core Strategy (2012).

14. Prior to the commencement of any phase of development an Operational UXO Emergency Response Plan for that phase shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented for that phase in accordance with the approved details.

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

15.a) Notwithstanding the Azymuth Acoustics noise impact assessment dated 21st May 2024 reference Z62503.2, prior to the commencement of each phase of development a scheme for acoustically insulating the proposed residential accommodation against noise from surrounding

roads and streets within that phase of development 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 of residential accommodation within that phase of development 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 within each phase of 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 acoustic consultant's report for the dwellings within that phase of development. The report shall also undertake post completion testing to confirm that the internal noise criteria have been met. Any instances of non-conformity with the recommendations in the report shall be detailed along with any measures required to ensure compliance with the internal noise criteria.

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

16. 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 residential units within each phase of development hereby approved, the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from that phase of development within the site. The scheme for the phase of development shall be implemented in full before the first occupation of the residential units within that phase or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy (2012).

17. a) Waste storage for each phase of the development shall be implemented in accordance with the locations shown on Proposed site plan – Bicycle and recycling Storage plan ref: 21-026-BSA-D-A-1006.

b) Finalised details of the waste storage capacity for the cottage flats within any phase of development shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the occupation of any cottage flats within that phase of development. The development of any phase shall be implemented in accordance with the approved details, prior to the cottage flats within that phase being occupied

c) The details of the approved scheme for each phase of development shall be implemented as part of that phase of development and shall remain in situ whilst the dwellings hereby approved in that phase of development are occupied.

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

18. Finalised detailed designs of bin stores for the cottage flats hereby approved within any phase of development shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to the occupation of any cottage flats within that phase of development. The development of any phase shall be implemented in accordance with the approved details, prior to the cottage flats within that phase being occupied

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

19. a) Each phase of the residential development shall be implemented in accordance with the measures within Air Quality Assessment ref: Z62503.3 dated July 2024.

b) Prior to occupation of any dwelling (including flats), any agreed mitigation measures for that phase of development shall be implemented and verified as such in writing by the City Council as local planning authority for that phase of development and shall remain in situ whilst the dwellings with that phase of development are occupied.

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

20. Each phase of the development shall only be carried out in accordance with sections 3.3, 4 and 5 in the Crime Impact Statement Version A: 7th August 2024 reference 2024/0257/CIS/01 and the agreed measures shall be retained and maintained thereafter. The development hereby approved shall not be occupied until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for the phase of the development in which that dwelling is situated.

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

21. Notwithstanding the submitted Flood Risk Assessment & Drainage Strategy, and drainage plans referenced in condition no.2, no development in any phase shall take place until surface

water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details for that phase, that have been submitted to and approved in writing by the Local Planning Authority.

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

22. Prior to the first occupation of each phase of development hereby approved, details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 22 for that phase, shall be submitted for approval in writing by the City Council, as Local Planning Authority.

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

Those details shall include:

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

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

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

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

24. The silver birch tree (T1) (Appendix 3 Arboricultural Implications Assessment Site 1) shall be soft felled under the supervision of an ecologist, and the tree should be cut into sections and lowered to the ground, avoiding the potential roosting features. The tree should then be inspected on the ground for the presence of bats. If the feature cannot be fully inspected, the tree should be left overnight, with the feature facing upwards, to allow any bats within the tree to escape prior to chipping the following day.

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

25. The development in any phase shall be implemented in accordance the Reasonable avoidance measures (RAMS) in section 4.3.3 of the Preliminary Ecological Appraisal (E3P – Feb 2024).

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

26. If no development (in a phase) commences within 12 months of the date of consent, a further survey of the site and locality for the presence of hedgehogs and badgers in that phase shall be undertaken and the findings shall be submitted to and approved by the local planning authority. The development of that phase shall be undertaken with any measures identified as being necessary following the outcome of the survey.

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

27. Prior to above ground works for each phase of the development, finalised details of the location and design of bird and bat bricks/boxes, together with arrangements for hedgehog gaps within the proposed boundary treatment (as shown in the locations on landscaping plan refs: 345-01D & 345-02D) shall be submitted and approved by the local planning authority for that phase.

The biodiversity enhancement measures shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings within that phase, and retained at all times thereafter.

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

28. a) The landscaping scheme for any phase of the development shall be implemented in accordance with Landscape GA 1 of 2 plan ref: 345 01 rev.D; Landscape GA 2 of 2 plan ref: 345 02 rev.D; Detailed planting proposals sheet 1 of 2 plan ref: 345 – 04 rev. C; and Detailed planting proposals sheet 2 of 2 plan ref: 345 – 05 rev. C

b) Arrangements for the management of the landscaping scheme for the cottage flats within any phase of development hereby approved shall be submitted to and approved in writing by the City Council as local planning authority, prior to the first occupation of the cottage flats within that phase.

c) The approved landscaping scheme and arrangements for management and maintenance of landscaping scheme in any phase shall be implemented not later than 12 months from the date the buildings are first occupied within that phase. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in the development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within the development in that phase of the development.

Reason - To ensure that a satisfactory landscaping scheme for the development is carried out that respects the character and visual amenities of the area, in accordance with policies SP1, EN9 and DM1 of the Manchester Core Strategy (2012).

29. In this condition "retained tree" means an existing tree, which is shown as retained on Landscape GA 1 of 2 plan ref: 345 01 rev. D; Landscape GA 2 of 2 plan ref: 345 02 rev. D; Detailed planting proposals 1 of 2 plan ref: 345 04 rev. C and Detailed planting proposals 2 of 2 plan ref: 345 05 rev. C, specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of any phase of the development for its permitted use.

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

(Trees in relation to construction)

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

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

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

Reason - In order avoid damage to trees/shrubs adjacent to and within the site which are of important amenity value to the area and in order to protect the character of the area, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

31. Prior to any works on the proposed development commencing (excluding demolition), a written 30-year Habitat Management and Maintenance Plan (HMMP) for the site shall be submitted to and approved in writing by the City Council as local planning authority. The approved HMMP shall relate to all 'significant' biodiversity gains on site and shall be strictly adhered to and implemented in full for its duration and shall contain:

A) Aims, objectives and targets for management, including habitat target conditions matching the associated Biodiversity Metric submitted with the application.

B) Descriptions of the management operations necessary to achieving aims and objectives.

- C) Preparation of a works schedule, including timescales for habitat clearance and habitat creation and/or enhancement.
- D) Details of monitoring needed to measure the effectiveness of management.
- E) Details of the persons responsible for the implementation and monitoring.
- F) Mechanisms of adaptive management and remedial measures to account for changes in the work schedule to achieve required targets.
- G) Reporting on years 1, 2, 5, 10, 20 and 30'.

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

32. Prior to above ground works in any phase of development, detailed designs of external lighting (including location, column and lantern designs and lux levels) for that phase shall be submitted to and approved by the local planning authority. The development of that phase shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works and would not adversely impact on protected species pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

33. a) Each phase of the residential development shall be implemented in full accordance with the measures set out in Environmental Standards Statement ref: Z62503 rev.A.

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

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

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

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

35. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved

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

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

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

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

37. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses or cottage flats hereby approved other than those shown on the approved drawings specified in condition 2.

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

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

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

39. a) Within the exception of plot nos. 1-5 (all), the boundary treatment to all dwelling houses and cottage flats in any phase shall be implemented in accordance with the details on Boundary treatment plan ref: 345 03 rev.B, prior to any development within that phase being occupied and shall be retained thereafter.

b) The finalised design details and location of boundary treatment including the installation of any acoustic fencing in relation to plot nos. 1 to 5 (all) shall be submitted to, and approved in writing by, the City Council as local planning authority.

The development of plot nos. 1-5 (all) shall be implemented in accordance with the approved details, prior to any development within that phase being occupied and shall be retained thereafter.

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

40. The residential dwellinghouses and flats hereby permitted shall only be used for the purposes of providing affordable housing (as defined by the NPPF Annex 2, or any subsequent amendment thereof) and shall not be offered for sale or rent on the open market. The affordable housing shall be provided and managed thereafter in accordance with the approved 'affordable housing statement' dated January 2025 received 6th January 2025.

This planning condition shall not apply to the part of the property over which:

(i). a tenant has exercised the right to acquire (including shared ownership) or any similar statutory provision and for the avoidance of doubt once such right to acquire (including shared ownership) has been exercised, the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market;

(ii). A leaseholder of a shared ownership property has staircased to 100% and for the avoidance of doubt once such staircasing has taken place the proprietor of the property, mortgagee in possession and subsequent proprietors and their mortgagees in possession shall be permitted to sell or rent the property on the open market.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H4 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

41. a) Prior to the commencement of the development, details of a Local Benefit Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development. In this condition a Local Benefit Proposal means a document which includes:

i) the measures proposed to recruit local people including apprenticeships

ii) mechanisms for the implementation and delivery of the Local Benefit Proposal

iii) measures to monitor and review the effectiveness of the Local Benefit Proposal in achieving the objective of recruiting and supporting local labour

objectives

(b) Within two months prior to construction work being completed, a detailed report which takes into account the information and outcomes about local labour recruitment pursuant to items (i) and (ii) above shall be submitted for approval in writing by the City Council as Local Planning Authority.

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

42) a) The wc window at ground floor level to the side gable of plot no.5 ; landing windows at first floor level to side gables of plots nos ,6,9,10,13,14, and 17; the bathroom and landing window to plot 58 at first floor level ; the bathroom window side gable to plot 55; and the bathroom window to rear elevation of plot 33 shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent and maintained in perpetuity.

b) The landing and secondary bedroom window to the rear elevation plot no.33 and the right hand gable elevation secondary bedroom window to plot.no 34; the first floor kitchen window and secondary lounge and secondary bedroom windows in the side gables to plots nos. 40 and 42; shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent to a height of 1.7m above internal floor level and maintained in perpetuity.

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

43. Notwithstanding the details submitted, prior to commencement of above ground construction works, details of window reveals across the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be fully implemented in accordance with the approved details, which shall be maintained in situ thereafter.

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

Informatives

1.Cadent Gas Ltd own and operate the gas infrastructure within the area of your development. There may be a legal interest (easements and other rights) in the land that restrict activity in proximity to Cadent assets in private land. The applicant must ensure that the proposed works do not infringe on legal rights of access and or restrictive covenants that exist.

If buildings or structures are proposed directly above the apparatus the development may only take place following diversion of the apparatus. The applicant should apply online to have apparatus diverted in advance of any works, by visiting cadentgas.com/diversions

Prior to carrying out works, including the construction of access points, please register on www.linesearchbeforeudig.co.uk to submit details of the planned works for review, ensuring requirements are adhered to.

2.The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

3. Construction works shall be confined to the following hours:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

Appendix 1 – List of consultees & neighbours notified

Highway Services

Environmental Health

MCC Flood Risk Management

Corporate Property

Neighbourhood Team Leader (Arboriculture)

Greater Manchester Police

Electricity Northwest

Greater Manchester Ecology Unit

Environmental Health

Highway Services

Sport England

United Utilities Water PLC

Environment Agency

115 Heywood Street, Manchester, M8 0NZ

18 Baycliffe Walk, Manchester, M8 9BW

12 Baycliffe Walk, Manchester, M8 9BW

22 Merridge Walk, Manchester, M8 0TG

3 Merridge Walk, Manchester, M8 0TG

27 Deerhurst Drive, Manchester, M8 0TJ

246 Waterloo Road, Cheetham, Manchester, M8 0TN

4 Downgate Walk, Manchester, M8 0ES

1 Wellside Walk, Manchester, M8 0ER

10 Dinnington Drive, Manchester, M8 0TT

3 Cawston Walk, Manchester, M8 0EE

9 Alsham Walk, Manchester, M8 0TP

1 Alsham Walk, Manchester, M8 0TP

1 Barnsdale Drive, Manchester, M8 0EH

3 Barnsdale Drive, Manchester, M8 0EH

10 Heatherdale Drive, Manchester, M8 0TR

4 Midford Walk, Manchester, M8 0EJ

20 Barnsdale Drive, Manchester, M8 0EH

10A Barnsdale Drive, Manchester, M8 0EH

14 Baycliffe Walk, Manchester, M8 9BW

22 Baycliffe Walk, Manchester, M8 9BW

7 Newmill Walk, Manchester, M8 0TH

12 Minsmere Walk, Manchester, M8 0TF

18 Merridge Walk, Manchester, M8 0TG

2 Dinnington Drive, Manchester, M8 0TT
39 Deerhurst Drive, Manchester, M8 0TJ
10 Downgate Walk, Manchester, M8 0ES
14 Tarbet Walk, Manchester, M8 0EQ
2 Cranlington Drive, Manchester, M8 0EF
2 Oxted Walk, Manchester, M8 0ED
5 Cawston Walk, Manchester, M8 0EE
18 Heatherdale Drive, Manchester, M8 0TR
4 Heatherdale Drive, Manchester, M8 0TR
10 Barnsdale Drive, Manchester, M8 0EH
1 Starmoor Drive, Manchester, M8 0TS
12 Modbury Walk, Manchester, M8 0EN
2 Benhale Walk, Manchester, M8 0EZ
3 Modbury Walk, Manchester, M8 0EN
135 Heywood Street, Manchester, M8 0NZ
117 Heywood Street, Manchester, M8 0NZ
238 Waterloo Road, Cheetham, Manchester, M8 0TN
242 Waterloo Road, Cheetham, Manchester, M8 0TN
4 Merridge Walk, Manchester, M8 0TG
20 Merridge Walk, Manchester, M8 0TG
37 Deerhurst Drive, Manchester, M8 0TJ
35 Deerhurst Drive, Manchester, M8 0TJ
1 Merridge Walk, Manchester, M8 0TG
4 Cargate Walk, Manchester, M8 0LT
2 Cargate Walk, Manchester, M8 0LT
38 Deerhurst Drive, Manchester, M8 0TJ
2 Tarbet Walk, Manchester, M8 0EQ
29 Deerhurst Drive, Manchester, M8 0TJ
6 Cargate Walk, Manchester, M8 0LT
3 Wellside Walk, Manchester, M8 0ER
6 Dinnington Drive, Manchester, M8 0TT
5 Belton Walk, Manchester, M8 0EB
7 Belton Walk, Manchester, M8 0EB
3 Heatherdale Drive, Manchester, M8 0TR
5 Heatherdale Drive, Manchester, M8 0TR
14 Heatherdale Drive, Manchester, M8 0TR
18 - 32 Brentfield Avenue, Manchester, M8 0TW
16 Barnsdale Drive, Manchester, M8 0EH
New Testament Church Of God, 1 Tamerton Drive, Manchester, M8 0DH
10 Benhale Walk, Manchester, M8 0EZ
6 Modbury Walk, Manchester, M8 0EN
139 Heywood Street, Manchester, M8 0NZ
141 Heywood Street, Manchester, M8 0NZ
113 Heywood Street, Manchester, M8 0NZ
121 Heywood Street, Manchester, M8 0NZ
244 Waterloo Road, Cheetham, Manchester, M8 0TN
2 Merridge Walk, Manchester, M8 0TG
5 Newmill Walk, Manchester, M8 0TH
14 Merridge Walk, Manchester, M8 0TG
33 Deerhurst Drive, Manchester, M8 0TJ
4 Minsmere Walk, Manchester, M8 0TF
8 Minsmere Walk, Manchester, M8 0TF
32 Kenford Walk, Manchester, M8 9BH
8 Tarbet Walk, Manchester, M8 0EQ

4 Dinnington Drive, Manchester, M8 0TT
8 Dinnington Drive, Manchester, M8 0TT
12 Dinnington Drive, Manchester, M8 0TT
12 Cawston Walk, Manchester, M8 0EE
1 Belton Walk, Manchester, M8 0EB
12 Oxted Walk, Manchester, M8 0ED
6 Oxted Walk, Manchester, M8 0ED
17 Alsham Walk, Manchester, M8 0TP
7 Alsham Walk, Manchester, M8 0TP
16 Heatherdale Drive, Manchester, M8 0TR
14 Cawston Walk, Manchester, M8 0EE
5 Brinsworth Drive, Manchester, M8 0EP
26 Barnsdale Drive, Manchester, M8 0EH
24 Barnsdale Drive, Manchester, M8 0EH
3 Starmoor Drive, Manchester, M8 0TS
4 Benhale Walk, Manchester, M8 0EZ
8 Modbury Walk, Manchester, M8 0EN
16 Midford Walk, Manchester, M8 0EJ
133 Heywood Street, Manchester, M8 0NZ
16 Baycliffe Walk, Manchester, M8 9BW
3 Newmill Walk, Manchester, M8 0TH
16 Merridge Walk, Manchester, M8 0TG
32 Deerhurst Drive, Manchester, M8 0TJ
5 Cargate Walk, Manchester, M8 0LT
1 Cargate Walk, Manchester, M8 0LT
248 Waterloo Road, Cheetham, Manchester, M8 0TN
10 Cawston Walk, Manchester, M8 0EE
6 Cranlington Drive, Manchester, M8 0EF
10 Oxted Walk, Manchester, M8 0ED
4 Oxted Walk, Manchester, M8 0ED
15 Alsham Walk, Manchester, M8 0TP
13 Alsham Walk, Manchester, M8 0TP
8 Heatherdale Drive, Manchester, M8 0TR
16 Cawston Walk, Manchester, M8 0EE
6 Midford Walk, Manchester, M8 0EJ
1 Brinsworth Drive, Manchester, M8 0EP
22 Barnsdale Drive, Manchester, M8 0EH
10 Midford Walk, Manchester, M8 0EJ
12 Midford Walk, Manchester, M8 0EJ
2 Modbury Walk, Manchester, M8 0EN
10 Baycliffe Walk, Manchester, M8 9BW
6 Baycliffe Walk, Manchester, M8 9BW
20 Baycliffe Walk, Manchester, M8 9BW
1 Newmill Walk, Manchester, M8 0TH
10 Minsmere Walk, Manchester, M8 0TF
2 Minsmere Walk, Manchester, M8 0TF
5 Merridge Walk, Manchester, M8 0TG
10 Merridge Walk, Manchester, M8 0TG
30 Deerhurst Drive, Manchester, M8 0TJ
41 Deerhurst Drive, Manchester, M8 0TJ
54 Deerhurst Drive, Manchester, M8 0TJ
14 Oxted Walk, Manchester, M8 0ED
8 Cranlington Drive, Manchester, M8 0EF
1 Heatherdale Drive, Manchester, M8 0TR

2 Midford Walk, Manchester, M8 0EJ
Al-Falah Islamic Centre, 79 Heywood Street, Manchester, M8 0TX
12 Barnsdale Drive, Manchester, M8 0EH
143 Heywood Street, Manchester, M8 0NZ
111 Heywood Street, Manchester, M8 0NZ
8 Benhale Walk, Manchester, M8 0EZ
6 Benhale Walk, Manchester, M8 0EZ
131 Heywood Street, Manchester, M8 0NZ
125 Heywood Street, Manchester, M8 0NZ
240 Waterloo Road, Cheetham, Manchester, M8 0TN
8 Baycliffe Walk, Manchester, M8 9BW
2 Baycliffe Walk, Manchester, M8 9BW
4 Baycliffe Walk, Manchester, M8 9BW
12 Merridge Walk, Manchester, M8 0TG
8 Merridge Walk, Manchester, M8 0TG
6 Merridge Walk, Manchester, M8 0TG
38 Kenford Walk, Manchester, M8 9BH
34 Kenford Walk, Manchester, M8 9BH
10 Tarbet Walk, Manchester, M8 0EQ
36 Deerhurst Drive, Manchester, M8 0TJ
34 Deerhurst Drive, Manchester, M8 0TJ
25 Deerhurst Drive, Manchester, M8 0TJ
3 Cargate Walk, Manchester, M8 0LT
8 Cargate Walk, Manchester, M8 0LT
252 Waterloo Road, Cheetham, Manchester, M8 0TN
48 Deerhurst Drive, Manchester, M8 0TJ
52 Deerhurst Drive, Manchester, M8 0TJ
8 Newpark Walk, Manchester, M8 0ET
8 Downgate Walk, Manchester, M8 0ES
12 Downgate Walk, Manchester, M8 0ES
12 Tarbet Walk, Manchester, M8 0EQ
3 Belton Walk, Manchester, M8 0EB
4 Cranlington Drive, Manchester, M8 0EF
8 Oxted Walk, Manchester, M8 0ED
9 Heatherdale Drive, Manchester, M8 0TR
7 Heatherdale Drive, Manchester, M8 0TR
5 Alsham Walk, Manchester, M8 0TP
3 Alsham Walk, Manchester, M8 0TP
22 Heatherdale Drive, Manchester, M8 0TR
20 Heatherdale Drive, Manchester, M8 0TR
12 Heatherdale Drive, Manchester, M8 0TR
8 Midford Walk, Manchester, M8 0EJ
28 Barnsdale Drive, Manchester, M8 0EH
14 Barnsdale Drive, Manchester, M8 0EH
123 Heywood Street, Manchester, M8 0NZ
5 Starmoor Drive, Manchester, M8 0TS
10 Modbury Walk, Manchester, M8 0EN
1 Modbury Walk, Manchester, M8 0EN
14 Midford Walk, Manchester, M8 0EJ
129 Heywood Street, Manchester, M8 0NZ
137 Heywood Street, Manchester, M8 0NZ
31 Deerhurst Drive, Manchester, M8 0TJ
14 Minsmere Walk, Manchester, M8 0TF
24 Merridge Walk, Manchester, M8 0TG

6 Minsmere Walk, Manchester, M8 0TF
7 Merridge Walk, Manchester, M8 0TG
36 Kenford Walk, Manchester, M8 9BH
6 Tarbet Walk, Manchester, M8 0EQ
4 Tarbet Walk, Manchester, M8 0EQ
10 Cargate Walk, Manchester, M8 0LT
250 Waterloo Road, Cheetham, Manchester, M8 0TN
254 Waterloo Road, Cheetham, Manchester, M8 0TN
50 Deerhurst Drive, Manchester, M8 0TJ
2 Downgate Walk, Manchester, M8 0ES
6 Downgate Walk, Manchester, M8 0ES
5 Wellside Walk, Manchester, M8 0ER
1 Cawston Walk, Manchester, M8 0EE
11 Heatherdale Drive, Manchester, M8 0TR
11 Alsham Walk, Manchester, M8 0TP
10 Cranlington Drive, Manchester, M8 0EF
6 Heatherdale Drive, Manchester, M8 0TR
2 Heatherdale Drive, Manchester, M8 0TR
Hillcity Day Nursery, Boxgrove Walk, Manchester, M8 0DH
3 Brinsworth Drive, Manchester, M8 0EP
18 Barnsdale Drive, Manchester, M8 0EH
4 Modbury Walk, Manchester, M8 0EN
127 Heywood Street, Manchester, M8 0NZ
119 Heywood Street, Manchester, M8 0NZ

Appendix 2 – Planning constraints

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