

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139946/FO/2024

Date registered valid: 24 May 2024

Proposal: Erection of 9 no. two storey residential dwellinghouses and a four storey building comprising 15 one-bedroom apartments together with associated car parking and landscaping

Address: Land Bounded By Parkhill Avenue, Cleveland Road And Delaunays Road, Manchester, M8 4QZ

Ward(s): Crumpsall Ward

Applicant: Mr Tomos Hughes Great Places Housing Group

Agent (if any): Mr Mark Trayhorn Triangle Architects

Case officer: Janet Lawless
Tel: 0161 234 4535
Email: janet.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 2 September 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 1st August 2024

Standard consultations:

Printed: 31 May 2024 Expired: 21 June 2024

Neighbour notifications

Printed: 31 May 2024 Expired: 21 June 2024

Site notice

Posted: Expired:

Press advert

Published: 4 June 2024 Expired: 18 June 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site relates to a roughly triangular shaped piece of land that starts off on a plateau and changes in levels as you move down the site. It occupies approximately 0.38 hectares. The site is bounded by Parkhill Avenue, Delaunays Road and Cleveland Road. The immediate area is predominantly residential in nature, with Hexagon Tower office block situated on the south-east side of Delaunays Road in the vicinity of the application site. On the opposite side of Delaunays Road is a large piece of vacant land, and North Manchester General Hospital is in close proximity. The existing housing stock comprises of mainly 2 storey terraced dwellings. Residential properties overlook the site from the opposite side of Parkhill Road. The site has some self-seeded trees on it and some peripheral planting, however, a large majority of the site has Japanese Knotweed cover, which would need to be professionally eradicated in order for the site to be developed. There are alleyways running to the south -west of the site, with a flat area of land to the top of the site. Due to historical anti- social behaviour and trespass issues the site has previously been enclosed by a paladin fence with integral gates by the City Council as owners of the land.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

To the South of the site within walking distance is Crumpsall Park. The site is on a well- served public transport network. Delaunays Road is the route for a number of buses that travel into and out of the City connecting with other areas within Greater Manchester, and it is also located 0.5 miles away from the Crumpsall Metrolink tram stop.

The site is identified within the 2009 Strategic Housing Land Availability Assessment.

Planning History

Planning reference 077369/FO/2005/N1 Erection of 4 storey building comprising of 13 numbered 2 bed units, provision of 13 car parking spaces and associated landscaping. This was never implemented.

The most recent planning approval was granted on this site back in 2014 that both Great Places Housing Group and Triangle Architects were also involved with (ref. no106987/FO/2014/N1). This previous scheme had a similar housing mix and consisted of 25 dwellings (a mix of 2 & 3-bed houses and a small apartment block on the corner), with split-level houses both on Parkhill Avenue and Delaunays Road to work with the existing levels and provide street access from both sides, to deal with the large level changes across the site. This was not progressed at that time to due to various reasons, including viability issues with the large area of site needing to be excavated and the many retaining structures required.

Description of development

The application proposals relate to the erection of 24 residential units in the form of an apartment block containing fifteen one- bedroom apartments. The other nine residential properties are in three blocks of three dwellings, The nine houses face onto Parkhill Avenue, Type A which are 3 - bed 6-person two storey dwellings with additional accommodation within the roof, and Type B being the one bed flats. which face onto Cleveland and Delaunays Roads. The houses also have associated boundary treatments, landscaping and parking. The proposal would regenerate a semi-Brownfield site by providing a wider housing choice and better mix in the size and type of dwelling.

The apartment block is located towards the end of the site at its junction with Cleveland Road and Delaunays Road. The corner of the site is marked by a 4-storey element of the apartment block which reduces to 3 storeys as you proceed along Cleveland Road. It would provide 15 one bed two person apartments. The apartments share an entrance from Cleveland Road. The differences in levels as you travel along the site is significant, this has been addressed by the house types having different front entrance and rear garden levels. The mix of accommodation will provide a diverse range of housing choice, for sole residents or families.

There is an in-curtilage parking provision of one parking space per unit for the houses together with eleven spaces to serve the apartment block of which two are disabled spaces. Vehicular access will be taken of Parkhill Avenue.

Each property is provided with rear private amenity space that can accommodate space for a shed and cycle store. Refuse stores would be provided to the front of the properties in purpose built timber structures, this would enable the bins to be stored maintaining a tidy frontage, whilst enabling ease of movement to the kerb on bin collection days. The properties would be set back from pavement at the front with a boundary treatment comprising low level wall and railings.

Consultations & Notification Responses

Local Residents were informed- one representation has been received and has concerns about additional car parking requirements.

Highways-The number of vehicular trips associated with site is expected to not be significant and therefore it is accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.

Highways safety. The crash map data submitted has been assessed, and based upon that assessment Highways have no concerns relating to highway safety within the vicinity of the site.

Site Accessibility. The site is well accessed by sustainable modes of transport as an alternative to the car.

Parking and Access. There is 100% parking for the nine residential dwellinghouses and 11 parking spaces are proposed for the apartments, which is a provision of 73%. This is deemed acceptable to Highways. In addition, there is storage within the gardens for the nine houses and 12 cycle stands equating to 80% for the apartments.

Conditions relating to Electric Vehicle Charging points, Cycle storage, off site highway works and Construction management plan shall be attached to any consent granted.

Environmental Health-There is a requirement for the submission of the results of 4 more gas monitoring visits together with the submission of a Remediation Strategy, however, have no objections to the proposal subject to the attachment of conditions to any consent granted relating to Residential sound insulation, External Plant and Equipment, Contaminated Land, Air Quality and Waste Management.

Flood Risk- no objections subject to the attachment of conditions to any consent granted relating to the submission and approval of a scheme for Sustainable Drainage Systems and the implementation of the approved sustainable drainage scheme.

Neighbourhoods- Trees No objection to the proposal subject to the attachment of appropriate conditions relating to tree protection of retained trees.

Greater Manchester Police SBD- No comments received

Greater Manchester Ecology Unit- Additional bat surveys are ongoing, and this is to be conditioned. There was no evidence of any other protected species on the site. The site however does have the potential for other wildlife to be present, and as such a method statement should be submitted giving the details of reasonable avoidance methods prior to any earthworks or clearance taking place. Given the presence of Japanese Knotweed being recorded on the site a condition requiring a management strategy for the control of Japanese knotweed from the site and biosecurity during construction shall be submitted, approved and then implemented as part of any planning consent granted.

A Biodiversity net gain metric has been submitted. There was initially a shortfall to achieving the statutory requirement. The metric has since been updated with a shortfall now of 0.28 units. With some modest enhancements it is considered that the statutory requirement can be achieved. Therefore, a condition to that effect should be attached to any consent granted.

Issues

The site lies within the Crumpsall ward of North Manchester.

The site was identified within the 2010 Strategic Housing Land Availability Assessment (SHLAA) as a potential housing site contributing towards new residential development in the City. The northern part of the site is covered by an extant UDP policy BM2, dating from 1995. Although policy BM2 generally seeks to protect the open nature of the River Valley and its wildlife value, it also supports development of a infill housing within the plateau areas. The northern part of the site slopes down towards the River Irk. However, due to the emphasis placed on increased housing supply within national and local planning policy, and the challenging delivery context for housing at present, the benefits of developing this part of the site for housing outweigh any harm to the objectives of policy BM2.

The Core Strategy Development Plan Document 2012 -2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012 and is the key Development Plan Document in the Local Development Framework (LDF). It replaces significant elements of the existing Unitary Development Plan as the document that sets out the long- term strategic policies for Manchester's future development, the Core Strategy is to be used as the framework that planning applications will be assessed against.

There are a number of relevant policies within the adopted Core Strategy relevant to the consideration of the current application in summary these are set out below.

Policy SP1 relates to the overarching spatial principles which will guide the strategic development of Manchester to 2027 these include:

- an emphasis on the creation of neighbourhoods of choice;
- providing high quality and diverse housing around district centres which meet local needs, all in a distinct environment;
- the majority of new residential development in these neighbourhoods will be in the Inner Areas, defined by the North Manchester, East Manchester and Central Manchester Regeneration Areas.

The application proposals relate to the provision of additional residential properties in an area identified for new residential development. The proposals are therefore considered to accord with policy SP1 of the adopted Core Strategy Development Plan Document.

Policy H1 sets out the overall Housing provision up to 2027 and states 60,000 new dwellings will be provided for in Manchester. Table 9.1 Distribution of New Housing by Regeneration Area identifies 11,840 dwellings for North Manchester.

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

Developers should take advantage of these opportunities by:-

- Diversifying the housing offer with particular emphasis on providing medium density (40-50 dwellings per hectare) family housing including affordable housing. In locations which are close to the City Centre, such as the Lower Irk Valley and Holt Town, higher densities will be appropriate. However, the provision of family homes should remain an emphasis in these areas, too.
- Including environmental improvements across the area.
- Creating sustainable neighbourhoods which include complementary facilities and services.
- Considering the scope to include a residential element as part of employment led development. The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H 3 sets out the housing policy for North Manchester and states that the area, over the lifetime of the Core Strategy, will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained.

Policy H8 The proposal is for 24 affordable housing units and will therefore make a valuable contribution to the city's affordable housing aims set out in policy H8 of the Core Strategy. Paragraph 9.31 states "To meet the shortfall in housing need, the Council will continue to develop provision on a City-wide basis since the availability of land for new housing and

demand for affordable accommodation cannot be addressed on a small geographical area basis.

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

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

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

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

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

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

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

In addition to the above, a number of UDP policies have also been saved until replaced by further development plan documents to accompany the Core Strategy. Unitary Development Plan for the City of Manchester, 1995 (Saved Policies) The below saved policies of the Unitary Development Plan are also considered relevant:

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

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

The Guide to Development in Manchester (SPD)

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

Manchester Residential Quality Guidance (2016)

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

The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a City of high quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester

Make it bring people together

Make it animate street and spaces

Make it easy to get around

Make it work with the landscape

Make it practical

Make it future proof

Make it a home; and

Make it happen.

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

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

Places for Everyone Greater Manchester Joint Development Plan (March 2024) Places for Everyone Joint Development Plan was published in March 2024 and has been produced by Greater Manchester Combined Authority to provide a long-term plan for jobs, new homes, and sustainable growth for nine of Greater Manchester's districts.

The Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs.

Manchester Climate Change Framework 2020 - 2025

The Manchester Climate Change Framework (2020-2025) was published in February 2020 and sets out the Council high level strategy for Manchester to be a thriving, zero carbon, climate resilient city.

National Planning Policy Framework

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

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

National Planning Policy Guidance (March 2014)

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

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

Design states that where appropriate the following should be considered:

- layout - the way in which buildings and spaces relate to each other;
- form - the shape of buildings;
- scale - the size of buildings;
- detailing - the important smaller elements of building and spaces;
- materials - what a building is made from.

Issues

Principle of Development

The site is located within a residential area and historically partly contained residential properties. 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. It is considered that the principle of residential development is acceptable in this location.

The proposed dwellinghouses would make best use of the site to provide new dwellinghouses, adding to the diversification of housing stock in the area. The site is also appropriately situated within a sustainable location close to local amenities and existing housing stock. In this case, the site would regenerate a vacant infill site on brownfield land that whilst it provides some visual greening is not a formal area of green space being covered by self-seeded trees and a large part of the site by Japanese Knotweed and therefore makes no meaningful contribution to the function of the host street on the appearance of the street-scene. On this basis, the principle of the proposed development is considered acceptable, providing much needed residential accommodation, and maintaining a wooded area together with formal landscaping that will be maintained and managed.

Redevelopment of the Site and Contribution to Regeneration

The proposed development would regenerate an unkempt and underutilised area of land which could otherwise be left to further deteriorate and, the development and maintenance of woodland and introduction of formal landscaping would substantially uplift the appearance of the area, by providing a decent quality development which would enhance the appearance of

the street-scene whilst contributing to local housing growth objectives. On this basis, the proposal is considered to have a positive regenerative impact.

Design and Layout

The application proposals have been designed to a scale and materiality to reflect the character of the surrounding area but without providing a pastiche design solution. The properties have been laid out to reflect the development pattern in surrounding streets and are therefore considered to accord with the design principles and guidance contained in the Guide to Development in Manchester SPD. The proposal makes efficient use of the land available, to provide a row of 9 x 3 bed dwellinghouses together with a block of 15 x 1 bed apartments. The proposed terrace responds to the adjoining residential front building line to provide a strong frontage to the road. The apartments hold the corner at four storeys, however given the slope of the land these read on a comparative level to the residential roof lines when viewed along Parkhill Avenue.

Both the houses and the apartments take their cues from the existing properties with regards to proportions and materials but with a contemporary twist. The roof lines and the proposed palette of materials have been kept simple, the apartments have sloping mono-pitch roofs with the houses presenting as gable ends with dual pitch roof. The elevations are primarily of brickwork with the detailing being provided by brick banding and contrast details together with deep reveals to the windows.

There is contrasting Etrex Cedar board panelling under the roof line and Velux rooflights to provide natural lighting to the accommodation within the roof space.

It is considered that the proposed layout provides a satisfactory balance between built form and amenity space given the size constraints for the site and local pattern of development.

The arrangement maximises the main street frontage that the development addresses, reinforces the suburban grain and fulfils the potential of the site, without compromising the character and appearance of the area, or the setting of adjoining buildings. As such, the proposed layout is considered acceptable.

Residential Amenity

It is not considered that the proposal would have a detrimental impact upon the residential amenity of neighbouring properties. There is adequate parking, and generous amenity space afforded to each plot. It is therefore considered that the proposal accords with policy. The rear gardens stretch to the halfway point of the site. The remainder of the site to the rear of the proposed two storey houses will comprise of the retention of the existing woodland, however going forward this will be planted and managed responsibly, providing for a natural screening for the proposed houses, whilst contributing to the softscape setting against the backdrop of the built form. There is therefore no issue relating to overlooking or loss of privacy.

The proposed dwellinghouses incorporate rear gardens and are set back from Parkhill Avenue with a small garden to the frontage. This layout applies to each of the nine dwellinghouses. There is no residential to the back of the properties and there is separation between the existing and proposed properties on Parkhill Avenue. It is not considered that the proposed development gives rise to unacceptable impacts on either existing or proposed residential properties on Parkhill Avenue Cleveland Road or Delaunays Road. The apartments have an acceptable amount of shared amenity space, and the additional provision of generous balconies.

The proposals due to their positioning and layout are not considered to give rise to unacceptable impacts on residential amenity and are therefore in accordance with policy DM1 of the Manchester Core Strategy.

Massing

Given the differences in the site levels which slope as you progress down Parkhill Avenue towards the junction with Cleveland Road and Delaunays Road, the siting of the apartment block whilst four storey, maintains the roof levels between the proposed houses and those of the apartments due to their being sited at the lowest point of the site. This assists in reducing the bulk and massing of the apartments with these reading on a level when viewed within the context of the street scene.

Boundary Treatments

The detailing for the proposed houses incorporate front boundary treatments consisting of 0.9 metre high metal railings from the back of the building to the building line and the same material and height between the boundaries of the front gardens. The dividing boundaries to the rear comprise of 1.8m concrete post and timber panel fence which separate the rear gardens and 1.5m post and timber panel fence with a 0.3m trellis on top which runs between the gardens. 1.8 m high concrete post and timber panel fence will be used around the communal garden and parking areas of the apartments, with the retaining wall forming the boundary to the back of pavement along Delaunays Road. There are no gates proposed on the front elevations of the 9 houses, as this enables vehicles to get within the parking spaces without overhanging the footpath whilst opening the gates.

Parking

All new car parking provision is proposed to be off-street with either front-curtilage or by the use of a parking court to ensure a strong back-of-pavement building line.

For the 3-bed properties (9 x Type A) 100% car parking provision is included, and for the apartment block (15 x Type B) 11car spaces are included (approx. 75%).

All Type A dwellings will have external storage in the rear gardens which can be used to store cycles. The apartment block includes the provision of 12no. covered secure cycle spaces

Sustainability

The proposals will reuse previously developed land.

The application information indicates that the development first seeks to design out energy requirements by optimising certain design elements of the building (high insulation values, specification of sustainable materials) to minimise heating and cooling requirements. The management and reduction of energy use will help to reduce the impact on the environment from within the building, therefore reducing pollution and CO2 emissions.

Preliminary sample SAP calculations have been completed confirming compliance with Building Regulations Part L1A 2021. Full SAP calculations will be completed during the detailed design phase of the project.

The proposed dwellings have been designed to promote low energy usage. High-quality, robust, low-maintenance, energy-efficient homes targeting Future Homes Standards 2025.

Furthermore, a 'Fabric First' approach to the construction does not require complex technology with long term maintenance costs and therefore will show a net saving in both carbon and energy for the life of the dwellings and not just the life of the technology

The proposals also incorporate a number of elements relating to the installation of efficient boilers into the properties, reducing water use, and choice of materials within the construction of the dwellings. The properties provide cycle parking, drying areas and bin stores. The site is also considered to be in a sustainable location given the proximity of the development to the public transport network with it being a major route for buses within the area, and it is within 0.5 miles walking distance to the Crumpsall Metrolink tram station.

The proposed development is therefore considered to accord with policy DM1 of the Manchester Core Strategy.

Affordable Housing

The applicant has indicated that the proposals are to introduce social rented, affordable dwellings back into a predominantly residential zone in order to comply with the aspirations of the Strategic Regeneration Framework for North Manchester which aims to significantly increase the housing stock in this area. It is considered that the proposals will broaden the range and mix of housing stock within the area and are considered to accord with the housing policies within the Core Strategy.

Accessibility

The applicant has indicated that the proposals have been designed to fit the Lifetime Homes criteria which allow adaptation for future habitation for a disabled person. The residential properties have been designed to have level access to the front and back.

Loss of Trees- Whilst it is acknowledged that there will be a loss of some of the trees on the site, many of the trees to be removed were not of high amenity value, being mainly self-seeded. The wooded areas have not been historically well managed, and works would be required in any event with regards to thinning out and dead wooding to secure a healthy woodland. In addition, There will be new trees incorporated within any landscaping scheme approved, and in addition, the installation of bat and bird boxes will be included as a condition to any consent granted to assist with mitigation measures for the potential loss of habitat.

Biodiversity Net Gain

Contributing to and Enhancing the Natural Environment & Biodiversity Net Gain (BNG)
Section 180 of the NPPF 2023 states that the planning policies and decisions should contribute to and enhance the natural and local environment. 10% BNG is mandatory under Schedule 7A of the Town & Country Planning Act 1990 (as inserted by schedule 14 of the Environment Act 2021). The development will result in the loss of woodland, scrub and grassland to development. Wildlife issues include nesting birds and bats.

A biodiversity net gain metric has been provided. This has calculated a 0.43BU loss with a shortfall of 0.62BU to achieve the statutory requirement. It has been assessed and the Greater Manchester Ecology Unit believe however that the predicted loss can be reduced as the site has been recorded as strategically important for woodland and trees. However based on the criteria utilised by the GMEU, the site is not of specific strategic importance, whilst accepting it falls under some areas of search for woodland. The metric has therefore been amended to reflect that.

In addition, the block of woodland being retained as part of the scheme is currently in poor condition. This is to be enhanced and maintained. If these changes are made, a loss still occurs but the loss is reduced. Additional enhancements are to be investigated by way of a relevant planning condition. The enhancements once determined are to be provided at the site that is the subject of this planning application

Security

A condition would be attached to any consent granted relating to Secure by Design.

Conclusion

In terms of the strong emphasis on housing supply in the NPPF and the City's need to increase supply, this previously developed infill site serves to contribute towards the overall housing target for North Manchester and the City's annual affordable housing target during a challenging economic climate and delivery period and is considered a suitable site for housing.

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.

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:

21-041 01-location Plan received 3rd May 2024.

21-041-02- Proposed Site Plan received 3rd May 2024.

21-041-03- Proposed Massing Study received 3rd May 2024.

21-041-04- Proposed Sections received 3rd May 2024.

21-041-05- Proposed Roof Plan received 3rd May 2024.

21-041-10- Proposed House Type Floor Layout and Elevations received 3rd May 2024.

21-041-12-Rev A Proposed Apartment Block Floor Layout received 12th June 2024.
21-041-13- Proposed Apartment Elevations received 3rd May 2024.
21-041-14- Proposed Street Elevations received 3rd May 2024.
21-041-20- Proposed Boundary Treatment Details.
Affordable Housing Statement received 3rd May 2024.
Design and Access Statement received 3rd May 2024.
JPM Acoustics Environmental Statement received 23rd May 2024.
Building for Healthy Life Assessment received 3rd May 2024.
Phase 1 Desk Study received 3rd May 2024.
Ascerta Biodiversity Impact Assessment received 22nd August 2024
Biodiversity Metrics (Updated) received 22nd August 2024.
Crime Impact Statement received 3rd May 2024.
JPM Acoustics Noise Impact Assessments received 3rd May 2024.
Ascerta Arboricultural Impact Assessment received 3rd May 2023.
Topographical Survey received 3rd May 2024.
Ascerta Preliminary Ecological Appraisal received 3rd May 2024.
TDS Utility Infrastructure report received 3rd May 2024.
TDS Drainage Technical Note received 3rd May 2024.
Phase II Geo-environmental Survey received 2nd July 2024
Waste Management received 3rd May 2024.
Transport Statement received 3rd May 2024.

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

3) Prior to above groundworks commencing samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority.

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

4) Prior to above ground works commencing, a surface water drainage scheme in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The development shall be constructed and completed in accordance with the approved details prior to the first occupation/use of the development.

Reason: To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

5) Prior to the first occupation/use of the development hereby approved details of the implementation, maintenance and management of the surface water drainage scheme, as approved by Condition 4, 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.

Reason: To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development.

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

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

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

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

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

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

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

8) Prior to the first occupation of the development hereby approved the location and technical specifications for the charging points for electric vehicles shall be submitted to and approved in writing by the City Council as local planning authority and shall be implemented in accordance with the approved plans and shall be in place prior to the occupation of the development.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Core Strategy.

9) Prior to occupation of the residential units hereby approved, full details of all necessary off-site highway works, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority.

The development shall not be occupied until all the necessary off-site highway works have an agreed timescale for implementation.

Reason - To encourage walking to the site and in the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

10) Prior to above ground works commencing, a construction management/fit-out plan outlining working practices during development shall be submitted to and approved in writing by the City Council as Local Planning Authority, which for the avoidance of doubt should include:

- Measures to control noise and vibrations;
 - Dust suppression measures;
 - Compound locations where relevant;
 - Location, removal and recycling of waste;
 - Detail of an emergency contact telephone number;
 - Parking of construction vehicles; and
 - Sheeting over of construction vehicles.
 - Storage of plant and materials;
 - Site hoarding; scaffolding and acoustic fencing.
 - Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
 - Locations for loading/unloading of plant and materials, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
- The development shall only be carried out in accordance with the approved construction management/fit-out plan.

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

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

11) The development shall not be occupied until details of the security measures to be incorporated into the development, which shall be to 'secured by design' specification, have been submitted to and approved in writing by the City Council as Local Planning Authority. This shall include details of external fittings, boundary treatment, gates and dusk till dawn lighting. The development shall only be carried out in accordance with these approved details which shall be retained thereafter.

Reason - To reduce the risk of crime pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

12) a) Prior to above ground works commencing a scheme for acoustically insulating the proposed residential accommodation against noise from Parkhill Avenue, Delaunays Road and Cleveland Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises.

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

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria shall be required to be achieved when providing adequate ventilation as defined by Approved Document F of the Building Regulations (whole dwelling ventilation):

Bedrooms (night time - 23.00 - 07.00)	30 dB LAeq (individual noise events shall not exceed 45 dB L _{Amax,F} by more than 10 times)
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Living Rooms (daytime - 07.00 - 23.00)	35 dB LAeq
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Gardens and terraces (daytime)	55 dB LAeq
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Higher internal noise levels than those specified above may be allowed when higher rates of ventilation are required in relation to the overheating condition.

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

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance and to reduce the potential for overheating. Pursuant to policies SP1, H1 and DM1 of the Core Strategy.

13) Before first occupation of the development the building, together with any externally mounted ancillary equipment, shall be acoustically insulated in accordance with a scheme submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the equipment.

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

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

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

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

b) When the development commences, the development shall be carried out in accordance with the previously agreed Remediation Strategy and prior to occupation a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority.

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

Revised Remediation Strategy, which shall take precedence over any Remediation Strategy or earlier Revised Remediation Strategy.

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

15) No removal of or works to any hedgerows, trees or shrubs shall take place between 1st March and 31st August inclusive, unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority.

Reason - In order to protect wildlife from works that may impact on their habitats, pursuant to policy EN9 and EN15 of the Manchester Core Strategy.

16) Prior to the first occupation of the development hereby approved, the details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of visual and residential amenity, pursuant to Policy DM1 in the Manchester Core Strategy.

17) The landscaping scheme incorporating replacement tree planting shown on the Planting Plan ref P1957-24-L01 of the Ascerta Biodiversity Impact Assessment received by the City Council as Local Planning Authority on 22nd August 2024 shall be implemented in full prior to the first occupation of the units hereby approved. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

18) a) Prior to first occupation of the residential units hereby approved, the bio-diversity enhancement measures detailed within the Biodiversity Impact Assessment produced by Ascerta, received by the City Council as Local Planning Authority on 22nd August 2024 shall be implemented in full and retained and maintained thereafter.

b) Prior to commencement of above ground works of the residential units hereby approved, details of further enhancements shall be submitted to and agreed in writing by the City Council as local planning authority to accommodate the shortfall of the projected BNG at the site and once agreed shall be implemented and thereafter maintained in accordance with the agreed measures.

Reason -To mitigate the loss of vegetation and to promote biodiversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework.

19) Prior to the commencement of above ground development, a Biodiversity Gain plan and an accompanying Habitat Management shall be submitted to and agreed in writing by the City

Council as Local Planning Authority. The development shall be implemented and maintained in accordance with the agreed details and shall be retained thereafter.

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

20) Prior to above ground works commencing, full details of a scheme for the management, destruction and /or disposal of Japanese Knotweed, to be carried out by the developer, shall be submitted to and approved in writing by the City Council as Local Planning Authority. This plan shall include a timetable for implementation. Should a delay of more than one year occur between the date of approval of the management scheme and either the date of implementation of the management scheme or the date of development commencing, a further site survey must be undertaken and submitted to the Local Planning Authority for approval. Any such scheme shall be implemented in full.

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

21) The two trees that have been identified as having potential for bat roost shall not be felled until further surveys for the possible presence of bats has been conducted, to investigate whether the trees are inhabited by bats or by barn owls, and the survey results passed to the local planning authority. If the presence of bats or barn owls is established, a scheme for the protection of the wildlife habitat shall be submitted to and agreed in writing by the City Council as local planning authority before work commences.

Reason- To ensure the protection of habitat of bats and barn owls which are protected species under the Wildlife and Countryside Act 1981.

22) Prior to any site clearance or earthworks, a reasonable avoidance measures method statement for hedgehog and other mammals shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

23) The cycle parking indicated on the approved plans shall be installed prior to the first use of the development and be retained thereafter by the occupiers of the development.

Reason - To ensure that adequate provision is made for the parking of cycles on the site pursuant to policies T1, T2 and DM1 of the Core Strategy.

24) The development hereby approved shall only be implemented in accordance with the boundary treatment detailed on drawings referenced 21041-20, received by the City Council as Local Planning Authority on 3rd of May 2024. The boundary treatment/gates shall be completed before any of the houses hereby approved are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

Reason - To ensure that the appearance of the development is acceptable to the City Council as local planning authority 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.

25) a) Prior to above ground works commencing, an air quality exposure assessment together with any mitigation measures to safeguard local air quality shall be submitted to and approved in writing by the City Council as Local Planning Authority.

b) Prior to occupation 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 use or development is in operation.

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

26) Notwithstanding the detail on the approved drawings as received by the City Council, as Local Planning Authority on the 3rd of May 2024, prior to any above ground works commencing, details of the window reveals and soffits for the apartment building and the dwellings shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved window and soffit detail shall be implemented as part of the development.

Reason - In the interest of preserving the architectural detailing on the scheme pursuant to policies EN1 and DM1 of the Manchester Core Strategy (2012).

Informatives

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

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

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

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

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

o Hydraulic calculations of the proposed drainage system, including all design parameters.

Calculations must Include Critical Storm Events for the 1 in 2, 1 in 30 and 1 in 100 + 45% Climate Change. Results must demonstrate no surcharge for the 1 in 2, no flooding in the 1 in 30 and no flooding of buildings for the 1 in 100 + 45% Climate Change.

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

o A plan indicating surface water overland flow routes for extreme events to ensure flows are diverted away from existing and proposed buildings (including basements). Drainage proposals should also consider overland flows towards the proposed apartments and Delaunays Road.

o Construction details of flow control and SuDS elements.

o A plan indicating easements. SuDS features (including attenuation tanks) should be appropriately positioned, including a 2.5m easement from the existing highway and a 5m

easement from any dwellings, guaranteeing accessibility for future maintenance and contingency for asset failure. This practice is in accordance with SuDS Manual (C753).
o Finished floor levels and proposed ground levels plan.

2) o Verification report providing photographic evidence of constructed flow control and SuDS components as per design drawings approved as part of Condition 4.

o Provide As Built construction drawings OR confirm that they align with the original design construction drawings.

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o 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Greater Manchester Police
Greater Manchester Ecology Unit

Limbert Home, North Manchester General Hospital, Delaunays Road, Manchester, M8 5RB

111 Parkhill Avenue, Manchester, M8 4QZ
109 Parkhill Avenue, Manchester, M8 4QZ
107 Parkhill Avenue, Manchester, M8 4QZ
105 Parkhill Avenue, Manchester, M8 4QZ
89 Parkhill Avenue, Manchester, M8 4QZ
87 Parkhill Avenue, Manchester, M8 4QZ
112 Cleveland Road, Manchester, M8 4QY
108 Cleveland Road, Manchester, M8 4QY
100 Cleveland Road, Manchester, M8 4QY
99 Parkhill Avenue, Manchester, M8 4QZ
96 Parkhill Avenue, Manchester, M8 4GY
95 Parkhill Avenue, Manchester, M8 4QZ
102 Parkhill Avenue, Manchester, M8 4GY
102 Cleveland Road, Manchester, M8 4QY
98 Parkhill Avenue, Manchester, M8 4GY
155 Cleveland Road, Manchester, M8 4GX
106 Parkhill Avenue, Manchester, M8 4GY
97 Parkhill Avenue, Manchester, M8 4QZ
106 Cleveland Road, Manchester, M8 4QY
183 Cleveland Road, Manchester, M8 4GX
185 Cleveland Road, Manchester, M8 4GX
93 Parkhill Avenue, Manchester, M8 4QZ
91 Parkhill Avenue, Manchester, M8 4QZ
113 Parkhill Avenue, Manchester, M8 4QZ
103 Parkhill Avenue, Manchester, M8 4QZ
113A Parkhill Avenue, Manchester, M8 4QZ

116 Cleveland Road, Manchester, M8 4QY
114 Cleveland Road, Manchester, M8 4QY
110 Cleveland Road, Manchester, M8 4QY
104 Cleveland Road, Manchester, M8 4QY
104 Parkhill Avenue, Manchester, M8 4GY
100 Parkhill Avenue, Manchester, M8 4GY
153 Cleveland Road, Manchester, M8 4GX
151 Cleveland Road, Manchester, M8 4GX

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4
Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA