

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135802/FO/2022
Date registered valid: 23 January 2023
Proposal: Erection of 30 x 2 storey dwellinghouses (Class C3) together with associated parking, landscaping and boundary treatment
Address: Land At Whitemoss Road And Woodmere Drive, Manchester,
Ward(s): Charlestown Ward

Applicant: Mr Aidan Jackson, The Guinness Partnership Limited
Agent (if any): Mr David Smith, John McCall Architects
Case officer: Katie Raw
Tel: 0161 234 4164
Email: katie.raw@manchester.gov.uk

Recommendation: Approve
Date of recommendation: 23 April 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit: 10 February 2023

Standard consultations:

Printed: 31 January 2023 Expired: 21 February 2023

Neighbour notifications

Printed: 1 February 2023 Expired: 22 February 2023

Site notice

Posted: 10 February 2023 Expired: 3 March 2023

Press advert

Published: 7 February 2023 Expired: 28 February 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The application site relates to the Land at Whitemoss Road and Woodmere Drive within the north Manchester ward of Charlestown. The site is irregular in shape and relates to a 9,997m² area with a steep change in levels from north to south. The site can be accessed off White Moss Road to the north and Dam Head Drive to the south. The site is bounded by White Moss Road to the north, properties in connection with Cullen Grove to the east, Dam Head Drive to the south and properties in connection with Lilstock Walk to the west. Public footpaths of Lilstock Walk and Wanley Walk cut through the application site.

During the site visit, the land consisted of open grassed areas with sections of soft landscaping and trees across the site. The site is open for use by members of the public with the public footpaths offering easy access across the site. The immediate area is residential in context, except the area to the south of the site consisting of dense forestry in connection with Baileys Wood.

The area immediately surrounding the site is characterised by two storey properties, although they differ in design and property formation, and there are some flats sitting within three storey blocks. To the south of the site consists of an estate including properties off Haverfield Road, Woodmere Road and Dam Head Drive. These properties consist of a Radburn style estate with properties consisting of angular roofs, red brick, two storey dwellinghouses with the estate

characterised by large areas of communal parking including those off Woodmere Drive and Dam Head Drive. All the properties to the south of the site face away from the applicant site.

Properties to the north of the applicant site on White Moss Road look onto the road and consist of red brick, two storey dwellinghouses, again following a Radburn style layout.

Properties to the east of the applicant site are more traditional in size and form, however, appear to some degree to follow a Radburn style layout. These properties do not benefit from individual driveways but rather benefit from a large communal parking space accessible from Cullen Grove. These properties benefit from more generous rear gardens than those properties to the west and south west of the applicant site.

Description of development

The submitted application seeks planning permission for the erection of 30 x 2 storey dwellinghouses (Class C3) together with associated parking, landscaping and boundary treatment.

The scheme has been amended significantly from the original submission. 8 units have been lost through the course of the application. This is due to issues with both adverse amenity implications and an objection raised by United Utilities resulting in either the diversion of the United Utilities water main and existing sewers, or a re-design of the site layout. The developer decided to reduce the number of units to try to mitigate the concerns of United Utilities. All other plans and supporting documents were amended accordingly to reflect the reduced number of units and neighbours and consultees re-notified accordingly.

The 30 unit scheme would create:

4no. 2B4P properties (house type 1 at 83m²),
11no. 2B4P properties (house type 2 at 83m²),
2no. 2B4P properties (house type 3 at 83m²)
1no. 2B4P properties (house type 4 at 83m²)
12 no. 3B5P properties (house type 1 at 96 m²).

The site would effectively be split into two parts. Blocks 6- 16 would be accessible from White Moss Road using a proposed access road and Blocks 1-5 would be accessible from the existing road of Dam Head Drive.

Block 1-5 and Block 12 would face onto the existing roads and the remaining blocks would look onto the proposed access road.

The properties would consist of pairs of semi-detached properties or detached properties. All the properties would benefit from off street parking, either 1 or 2 spaces, a private rear garden, an EV charging point, an Air Source Heat Pump and PV panels on the roofs of the properties. Each property would benefit from secure rear boundaries with lockable access gates to the rear and boundaries to the front would benefit from brick walls and railings, and metal railing gates to the in curtilage driveways. The existing public footpaths would be retained allowing members of the public to still utilise the existing paths, although they would be diverted. Street trees are proposed for the new access road.

Negotiations during the course of the application

The application has been subject to major amendments and additional information has been sought, this includes:

- MCC Flood Risk Management Team requested site investigations were required for the indicative culvert risk. The applicant was requested to present evidence of Site investigation to prove or disprove the culvert's presence in the location indicated. Site investigations proved no culvert was present at the site.
- Reduction in units to overcome both amenity concerns and concerns raised by United Utilities in relation to the sewage network.
- Increase of internal space sizes of accommodation to ensure compliance with not just national space standards but Manchester's emerging space standards.
- Changes to the number of parking spaces and driveway placement for each property.
- Changes to boundary treatment around the site.
- Further information requested in relation to design components i.e. window reveal depths.
- Further information in relation to renewable technology.

Planning History

083793/FO/2007/N1- Grass Verge At Junction With Haverfield Road And White Moss Road- Siting of double Royal Mail pouch box.
Approved 1 November 2007.

068188/VO/2003/N1- Land At End Of Dam Head Drive And Wanley Walk- CITY COUNCIL DEVELOPMENT- Erection of site compound comprising 4 No portacabins enclosed by 1.8m high "Heras" fencing for temporary 20 week period beginning on 10th August 2003.
Approved 30 June 2003.

065616/VO/NORTH1/02- CITY COUNCIL DEVELOPMENT Temporary change of use from dwelling to site office in connection with refurbishment programme for 6 months.
Withdrawn 31 July 2002.

030557- Area of land fronting White Moss Road, adjacent to Dam Head & White Moss housing estate, Blackley- CITY COUNCIL DEVELOPMENT Provision of 2 kick-around areas, fencing, wild natural area, landscaping & seating.
Approved 10 March 1988.

F05681/LA- Area of undeveloped land adjacent to - White Moss Road, Dam Head Estate- Application for Deemed Planning Permission Provision of a childrens playground equipped with moving and static play equipment, landscaping and seating.
Decision unknown October 1976.

Consultations & Notification Responses

Local Residents

Summary of local neighbour responses (in relation to the scheme for 38 units):
During the consultation period for the 38 homes, 6 responses were received. 5 responses raised concerns and the other was in support of the application.

The following concerns were raised:

- The lack of communication in relation to the sale of public land previously used as green amenity space for locals.
- The proposal would lead to added pressure to the existing road networks.
- Contradiction between the current communal parking facilities and the proposed access routes of some of the proposed units.
- The change from the grassland to homes would stop emergency service helicopters landing on the site.
- Concern with inaccuracies within the submitted crime impact statement.
- Concern raised in relation to party wall disputes.

- Loss of the mature trees on the street and loss of access to green space, and whether replacements would be provided.
- Loss of the land as a community asset
- Concern the development could add pressure to the existing amounts of surface water drainage on the site.
- One resident noted part of the southern area of the site previously benefited from residential properties which had to be demolished due to issues with damp and raised concern about the potential similar issues with the proposed development.
- Noise and disturbance caused from the construction period and the proposed ASHPs.
- Concern access to the internet will be impacted as a result of the proposal.
- Whether the public footpaths would be upgraded as a result of the proposal to ensure better accessibility.
- If there are any plans to improve lighting around the site.
- The proposal would have a detrimental impact on natural wildlife surrounding the site.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

No further comments were received following the re-notification in relation to a reduced number of units.

Highway Services

Summary of consultee response (in relation to the scheme for 38 units):

- Highways requested the applicant confirmed a number of points in relation to the two in-curtilage parking spaces per dwelling.
- Clarification needed to be sought in relation to minimum footway widths.
- Road re-surfacing and new street lighting would be required.
- Although a swept path analysis was provided for service vehicle manoeuvres, it did not verify a vehicle can adequately manoeuvre in forward gear to collect waste from block 9 where the carriageway geometry is constrained.
- Clarification required in relation to the level of visual permeability from the proposed boundary treatment.
- Need for a footpath diversification under S257 of the Town and Country Planning Act 1990.
- Alterations to the highway would be required through a S278 agreement.
- Request for a Construction Management Plan condition to be placed on any approval granted.
- Informative for highway arrangements suggested.

Summary of consultee response following re-notification period (for the reduced number of 30 units): dated 15 February 2024:

- No driveway should be within 10 metres of any junction, and we seek verification that this is the case for all of the driveways.
- Plans confirm that each driveway will have a minimum 3m x 6m driveway which is acceptable to Highways.
- Submitted plans confirm that Electric vehicle charging provision will be provided for each dwelling (minimum 7kW), this is acceptable to Highways.
- Cycle storage is provided to the rear of each property which is acceptable to Highways.

- Clarification is sought to confirm if the new access road is to be offered for adoption.
- Clarification is sought to confirm that the proposed street trees within the footway will have a minimum 2m passing distance.

- The existing footways on Whitemoss Road and Dam Head Drive directly adjacent to the development will need resurfacing.
- All highways work should be undertaken through the Manchester City Council Highways Statutory Approvals team. <https://www.manchester.gov.uk/xfp/form/1940>

-Clarification is sought with regard to the changes to the existing adopted footpath. The footpath diversion would need to be progressed under S257 of the Town and Country Planning Act 1990.

-The submitted boundary treatment plans are acceptable to Highways.

-A swept path should be provided to show that a large waste collection vehicle can access and egress the new junction access and can make a turn at the turning area between blocks 7 and 16.

-Request for a Construction Management Plan condition to be placed on any approval granted.

Additional comments 2 April 2024:

The updated swept path, Drawing No 1570 P03 S38 Vehicular tracking, shows the large waste vehicle, this is acceptable to Highways.

Additional comments 15 April 2024:

The submitted plans follow MCC adoptable standards of 2m minimum footway on each side of a 5.5m wide carriageway. Should the planning application be approved then alterations to the highway will be required to be undertaken through S278/S38 agreement between the developer and MCC, this will include any required technical approval, this is also subject to Road Safety Audit.

The following link can be used:

https://www.manchester.gov.uk/directory_record/451887/permission_to_work_on_the_highways_-_section_278_agreements

Environmental Health

Summary of consultee response (in relation to the scheme for 38 units):

-Request for a Construction Management Plan condition to be placed on any approval granted.

-Request for a demolition/ construction hours condition to be placed on any approval granted

-Request for a residential sound insulation and overheating condition to be placed on any approval granted.

-Request for a NSE6 external plant condition to be placed on any approval granted.

-Request for a waste condition to be placed on any approval granted.

-Request for an air quality 2 condition to be placed on any approval granted.

-Request for a contaminated land condition to be placed on any approval granted.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

A memorandum was provided with no further comments in relation to environmental health.

Neighbourhood Team Leader (Arboriculture)

Summary of consultee response (in relation to the scheme for 38 units):

-Confirmation from Arboriculturist that due to the shape and layout of the site, there is no scope to retain the existing trees. However, this means focus must be given to mitigation planting and to ensure that the planting is carried out in accordance with the proposals and species selections.

No landscaping plan was submitted with details of the species selections and tree sizes. This would need to be determined in order to ensure the trees being removed from this site are mitigated.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

The Team confirmed they had no objection to proposed alterations. The planting scheme is sufficient for this site layout.

MCC Flood Risk Management

Summary of consultee response (in relation to the scheme for 38 units):

The submission has not sufficiently considered the indicative risk of culverted ordinary watercourses to the Site.

While the indicative culvert route has been applied to the proposed layout, it is directly below proposed buildings on the masterplan. If the culvert is proven present in this location, this would not be an acceptable arrangement in accordance with our duty as Risk Management Authority for ordinary watercourses and Policy EN14 as it would pose a risk to the development and the asset.

Site investigations were required for the indicative culvert risk. The applicant should present evidence of Site investigation to prove or disprove the culvert's presence in the location indicated.

This needed to be addressed prior to determining the application.

Culvert investigations were conducted by the applicant and reports were provided for the LLFA's review.

The following comments were received from the LLFA on 10 August 2023, after reviewing the reports from the culvert investigations:

1. On the basis that the applicant has demonstrated that investigations have taken place to as far as reasonably practicable, and no culverted asset has been found, the objection can be lifted.

Detail: Intrusive site investigations have been presented for the indicative risk of a culverted ordinary watercourse crossing the site. We have added a recommended Informative to cover residual risk.

2. We recommend the proposals for the UU public sewer assets onsite are clarified before determination of this application, in-line with the UU objection notice.

Detail: The LLFA recommends masterplan-related drainage matters (such as requirements for appropriate easements between drainage assets and buildings) are dealt with before determination. This is because of the risk they cannot be resolved later by Condition when a masterplan is approved by the Decision Notice.

Once the UU public sewer asset proposals are clarified to meet UU's criteria, the LLFA recommended the following conditions:

Condition 1: Pre-commencement condition for a surface water drainage scheme

Condition 2: Pre-occupation condition for a surface water drainage scheme

Informative:

MCC records highlighted an indicative risk that the underground Lionfield Brook is located within close proximity to the site. Intrusive site investigations to determine whether the asset is onsite have been undertaken to support the planning application. The investigations have not found the asset onsite. While our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major

unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

Previous comments remain, no new comments.

Greater Manchester Police

Summary of consultee response (in relation to the scheme for 38 units):

Concern was raised by the GMP that the author of the CIS was not a Suitably Qualified Security Consultant (SQSC).

Summary of consultee response following re-notification period (for the reduced number of 30 units):

1.The rear boundaries of plots 10 & 12 adjacent the existing passageways should be solid blockwork or similar to prevent them being easily damaged by offenders/those antisocially minded (which is seen with timber fences in similar locations).

2.Car parking spaces of these plots should have a low boundary to prevent parked vehicles being easily accessed.

3.The proposed dwellings should be built to Secured by Design standards.

Further comments dated 29 February 2024:

Having looked at the boundary treatments for the scheme I am satisfied that the treatments to plots 10 & 12 adjacent the existing passageways are robust enough to withstand attempts to damage and that the driveways mentioned have a railing which will provide a level of security to the parked vehicles.

With regards to the passageway to the North of the scheme to the rear of blocks 13-16. There is potential for loitering/congregation in these areas to the detriment of residents. Ideally, the footpaths should be wide enough to allow pedestrians to comfortably pass in both directions and I would recommend that some illumination is provided to make it safer to use during the hours of darkness.

To the South of the site there is a passageway to the rear of blocks 9 & 12. There is already a level change between the site and the passageway, I would recommend that the boundary treatments in this location take this into account so that the rear garden boundary height with the level changes is not too high that it makes the passageway feel unsafe to use for residents or allow offenders to target the rears of these properties, which only have a low boundary fence, without being seen. Again, some illumination would improve the safety of this area and allow residents to view any misuse when it is dark.

United Utilities Water PLC

Summary of consultee response (in relation to the scheme for 38 units):

United Utilities objected to the proposal- as proposed features appear to be located above to a United Utilities water main and in proximity to existing sewers.

United Utilities requested conditions be attached to any approval granted if the information to overcome the objection could not be received prior to determination.

Numerous sets of guidance notes were sent for the developer's attention.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

Concern to the scheme still remains. The water main crosses the site in the western corner, by Block 12. United Utilities' records indicate the exact location has not been agreed. This is usually via trial holes but it can vary given the circumstances. United Utilities' preferred approach would be to agree the location as part of the application process, so amendments can be made to the layout if needed. However, the applicant may wish to divert the asset. This is fine but the approach is unknown. United Utilities' objection therefore must be maintained at this stage.

United Utilities suggest the following condition could be attached to any approval granted to overcome concerns:

Condition 1 – Protection or Diversion of United Utilities Mains

No construction shall commence until details of the means of ensuring the water mains that are laid within the site boundary is protected from damage as a result of the development have been submitted to and approved by the Local Planning Authority in writing. The details shall outline the potential impacts on the water mains from construction activities and the impacts post completion of the development on the water mains infrastructure that crosses the site and identify mitigation measures to protect and prevent any damage to the water mains both during construction and post completion of the development. Any mitigation measures shall be implemented in full in accordance with the approved details.

In the event that a diversion/diversions of infrastructure is required, the applicant shall submit evidence to the Local Planning Authority that a diversion has been agreed with the relevant statutory undertaker and that the approved works have been undertaken prior to the commencement of development that agreement has been reached with the relevant statutory undertaker prior to commencement of development.

Reason: In the interest of public health and to ensure protection of the public water supply.

Environment Agency

Summary of consultee response (in relation to the scheme for 38 units):

We have no objection in principle to the proposals, subject to the imposition of the following conditions.

Condition 1- contaminated land

Condition 2- verification report in relation to a remediation strategy for contaminated land.

The EA provided guidance notes in relation to the scheme.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

The Environment Agency had no further comments to make on the application from their initial response.

Greater Manchester Ecology Unit

Summary of consultee response (in relation to the scheme for 38 units):

-Site concluded to have some but limited ecological value.

-Site of Biological Importance (SBI): the site lies within close proximity to Bailey's Wood SBI, parts of which are identified as ancient woodland. The development site is outside of the 15m buffer zone required in Natural England's Standing Advice for ancient woodland. The proposals are also unlikely to result in a significant increase in recreational pressure, given it lies in existing built up area. The proposals do have the potential to cause accidental harm to the woodland during construction and would therefore recommend that a Construction Environmental Management Plan For Biodiversity be required by condition should permission be granted.

-Bats: The proposals appear to result in the loss of trees from the site but the Appraisal suggests that trees on site do not have potential to support bats. The Appraisal states that all buildings and trees within 30m of the site will require a bat roost assessment. However, this is an unusual requirement as it is not, as claimed, in the Bat Conservation Trust Survey Guidelines. The Unit would normally expect all necessary bat surveys to be submitted with a planning application but in this case feel that the recommendations for further survey are not necessary.

The Unit advise that any lighting scheme for the site be designed to prevent light pollution to the SBI and disturb nocturnal species. The Unit recommend that a lighting design strategy for biodiversity condition is attached to any approval granted.

-Nesting birds: The proposals will result in the loss of trees and scrub from the site. As these may support nesting birds, the Team requested a condition to restrict removal of or works to any trees during nesting season.

-Invasive Species: The Appraisal identified invasive species at the site. The Team advised that an invasive species condition should be attached to any approval granted.

-Biodiversity Enhancement: The Unit expect any such scheme to include measures to enhance biodiversity at the site and to provide a net gain for biodiversity, in line with the requirements of the National Planning Policy Framework. The Team requested a condition for biodiversity measures on the scheme be attached to any approval granted.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

The Graeter Manchester Ecology Unit had no further comments to make on the application.

Cadent Gas

Summary of consultee response (in relation to the scheme for 38 units):

The application site is in close proximity to our medium and low pressure assets. Cadent Gas had no objection to the proposal from a planning perspective; however, they requested the following informative be attached to the decision notice of any approval granted:

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.

Summary of consultee response following re-notification period (for the reduced number of 30 units):

No further comments were received.

Issues

POLICY

The National Planning Policy Framework (NPPF) (December 2023)

The document sets out the Government's Planning Policies for England and how these are expected to be applied. At the heart of the Framework is a presumption in favour of sustainable development in terms, "For plan-making" and "For decision-taking", (paragraph 11). Paragraph 8 - Achieving sustainable development means that the planning system has three overarching objectives, which are interdependent and need to be pursued in mutually supportive ways (so that opportunities can be taken to secure net gains across each of the different objectives):

- a) an economic objective
- b) a social objective
- c) an environmental objective

The following specific policies are considered to be particularly relevant to the proposed development:

- i. Chapter 5. Delivering a sufficient supply of homes
- ii. Chapter 8. Promoting healthy and safe communities
- iii. Chapter 9. Promoting sustainable transport
- iv. Chapter 11. Making effective use of land
- v. Chapter 12. Achieving well-designed and beautiful places
- vi. Chapter 14. Meeting the challenge of climate change, flooding and coastal change

The Manchester Core Strategy Development Plan Document 2012-2027 ("the Core Strategy") was adopted by the City Council on 11th July 2012. Updated March 2024 following the adoption of the Places for Everyone Joint Development Plan.

The Core Strategy is the key document in Manchester's Local Development Framework. It replaces significant elements of the Unitary Development Plan (UDP) as the document that sets out the long term strategic planning policies for Manchester's future development.

Of relevance are:

Policy SP1 (Spatial Principles) (last bullet point of the policy removed following the adoption of the Places for Everyone Joint Development Plan).

Policy EN1 (Design Principles and Strategic Character Areas)

Policy EN4 (Reducing CO2 Emissions by Enabling Low and Zero Carbon Development) (part of policy replaced by PfE policy JP-S2).

Policy EN 8 (Adaptation to Climate Change) (part of policy replaced by PfE policies JP-S2, JP-S4 and JP-G8).

Policy EN9 (Green Infrastructure)

Policy EN14 (Flood Risk) (part of policy replaced by PfE policy JP-S4).

Policy EN15 (Biodiversity and Geological Conservation) (part of policy replaced by PfE policy JP-G8).

Policy EN 16 (Air Quality) (part of policy replaced by PfE policy JP-S5).

Policy EN18 (Contaminated Land and Ground Stability)

Policy EN19 (Waste)

Policy H1 (Overall Housing Provision) (part of policy replaced by PfE policy JP-H1).

Policy H3 (North Manchester)

Policy H 8 (Affordable Housing) (part of policy replaced by PfE policy JP-H2).

Policy T1 (Sustainable Transport) (part of policy replaced by PfE policy JP-C1).

Policy T2 (Accessible Areas of Opportunity and Need)

Policy DM1 (Development Management).

Unitary Development Plan

Saved Policies Large elements of the UDP have been superseded by the Core Strategy.

The following saved policies are of relevance in the consideration of this application:

DC7- new housing development

DC26- development and noise.

Guide to Development in Manchester Supplementary Planning Document and Planning Guidance, Adopted April 2007.

The Guide aims to help to develop and enhance a unique and positive sense of place within Manchester and its neighbourhoods. The guidance is grouped under seven key principles recognised by CABI as being those urban design characteristics which create successful places. These are: character and context, continuity and enclosure, ease of movement, quality of the public realm, diversity, legibility, and adaptability. It advises that high quality design is a vital attribute of successful neighbourhoods.

The document includes standards for internal space within new dwellings and is suitable for applications across all tenures.

Places for Everyone (2022-2039)

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

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 policies of relevance are:

i.JP- S1- Sustainable development

ii.JP- S2 – Carbon and energy

iii.JP- S5 – Flood risk and the water environment

iv.JP- H1 – Scale, distribution and phasing of new housing.

v. JP-C1- An integrated network

vi. JP- H2- Affordability of new housing

vii. JP- G9- A net enhancement of biodiversity and geodiversity

viii. JP- S6- Clean Air

ISSUES

Principle of Development

The application site has been brought forward as part of Manchester City Council's Project 500 scheme. The project is a housing initiative that will deliver new low carbon affordable housing on smaller Council-owned brownfield sites across the city in partnership with Manchester's network of registered housing providers. The first phase of the project will build 378 new low carbon affordable homes across 27 sites, predominantly in the north and east of the city.

The Land at Whitemoss Road and Woodmere Drive is identified within Manchester City Council's SHLAA capacity map as a capacity site to accommodate 38 units. The northern part of the site is identified as natural/ semi natural open space and amenity green space within the 2009 Council's amenity space assessment. However, the southern part of the site is not identified as open space. Further, the site is identified within an appendix to a report taken to Executive in relation to Project 500, as one of the approved sites/ schemes. The Council has therefore identified the site as having potential for future new housing development subject to

assessment via the planning process. MCC Strategic Housing have agreed the principle of erecting 30 units on this site, following the reduction in the number of units at the scheme following concerns related in relation to amenity implications and United Utilities assets.

Whilst local knowledge suggests part of the site has been used for housing previously, over the last 30 years the site has primarily been used for children's play areas, temporary uses and green amenity space for the neighbouring properties (see planning history for further details). As the residential properties surround the applicant site, the erection of 30 units on the site would be considered commensurate with the immediate nature of development. Local green amenity space would be lost as a result of the proposal which is regrettable but would be considered in more detail further on within the report. The site is considered to be adequately accessible by sustainable modes and is in close proximity to a range of local bus services, as confirmed by colleagues in Highway Services.

The development of the site would contribute positively towards the supply of housing to meet national and city wide targets and increase the provision of affordable, social housing and diversity of tenure in accordance with Chapter 5 of the NPPF and Manchester Core Strategy policies H3 and H1. It is therefore considered that the principle of development on the site is acceptable subject to the consideration of the following material considerations as impacts of the proposed development: Affordable Housing, Space Standards, Residential Amenity, Accessibility, Siting, Scale, Height and Massing, Design, Boundary Treatment, Crime and Security, Carbon Reduction, Climate Change Mitigation and Sustainability, Permitted Development, Highways and Car Parking, Construction Management, Waste, Cycle Storage, Noise and Disturbance, Air Quality, Ground Conditions, Flood Risk and Drainage, Landscaping, Ecology and Loss of Green Space, Impact to Public Footpaths and Local Labour Agreement. Consideration will now be undertaken on the listed impacts.

Affordable Housing

Policy H8 of the Manchester Core Strategy establishes that new development (above 10 units) should contribute to the City-wide target for 20% of new housing provision to be affordable and that developers are expected to use the 20% target as a starting point for calculating affordable housing provision. Developers should provide new homes that are available for social or affordable rent or affordable home ownership or provide an equivalent financial contribution.

The scheme will be brought forward by The Guinness Partnership, a Registered Provider of Social Housing and being brought forward as The Guinness sites as part of the Manchester City Council led Project 500 initiative. This particular proposal will provide 30 homes and as such triggers the need to consider the 20% affordable housing target. All 30 homes (100%) will be for social rent as stated within the submitted Affordable Housing Statement. As such, this will exceed the 20% affordable housing provision according to the definition of affordable housing in Annex 2 of the NPPF. The scheme is therefore in accordance with Core Strategy Policy H8. This is in accordance with the City's 'Providing for Housing Choice - Planning Guidance', whereby the City identifies that alongside a need for good quality, private housing, that, many more people now need affordable housing options due to the sharply increasing market rent prices.

The revised Affordable Housing statement with the reduced number of units was sent to internal colleagues in Strategic Housing who confirmed the statement matched what had been agreed with Strategic Housing, confirmed via email on 22 November 2023.

A condition involving a set of triggers would be attached to any approval granted ensuring that the commitment within the Affordable Housing Statement is adhered to across the lifetime of the

homes. A pre-commencement condition was sent to the agent for review during the course of the application.

Space Standards

The proposed development has been assessed against the criteria set out in Manchester's emerging space standards as adopted within the Manchester Residential Quality Guidance. Original plans submitted showed internal floor spaces, which whilst aligning to national space standards, did not align with Manchester's space standards. As such, the internal floor spaces of the properties were increased to align with Manchester's emerging space standards.

As such, the design of the proposed houses would achieve the required internal floor spaces of:

4no. 2B4P properties (house type 1 at 83m²),
11no. 2B4P properties (house type 2 at 83m²),
2no. 2B4P properties (house type 3 at 83m²)
1no. 2B4P properties (house type 4 at 83m²)
12 no. 3B5P properties (house type 1 at 96 m²).

All properties would have 2 storeys and would therefore be compliant with Manchester's Emerging Space Standards. The scheme is therefore considered to provide a good standard of accommodation.

Residential Amenity

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents as well as creating places that make a positive contribution to neighbourhoods of choice. Policy DM1 goes further by stating that the effect on amenity is a key consideration, particularly effects on privacy and noise. It is considered that there are three potential impacts associated with this development which require consideration:

- a loss of privacy from overlooking;
- any overbearing or overshadowing impacts; and
- any unacceptable noise and disturbance from comings and goings.

Overlooking:

Within the northern part of the site, blocks 6-16 all look into one another by looking onto the proposed access road (except block 12 which looks onto the road of White Moss Road). Given the approximate 24 metre distance between the proposed properties to the east and the west side of the proposed access road, the proposal is not considered to give rise to direct overlooking and would mirror similar relationships of properties sitting within cul-de-sacs. The change in topography from north to south is not considered to adversely impact residential amenity given the suitable placement of windows across the site. As the primary elevations of these blocks face towards the street, it increases the amount of natural surveillance across the development. Blocks 11 and blocks 13 would be dual aspect and would again increase levels of natural surveillance across the development.

Properties to the western side of the northern part of the development would be close to the rear amenity spaces of properties along Lilstock Walk. However, given the existing footpath would remain and an approximate 17 metre distance from the rear of the proposed properties and the rear amenity spaces of the existing neighbours, any overlooking is not considered so severe. Whilst it is acknowledged the rear windows of block 12 would be sited closer to the rear amenity space of 2/4 Lilstock Walk (approximately 7 metres away), given block 12 would look into the neighbour at an oblique angle, any overlooking is not considered severe. Further, as a result of the proposal, neighbours along Lilstock Walk would benefit from more privacy than the open walk and green amenity space, as is currently the case.

Properties from Cullen Grove (against the east of the northern part of the site) would also feel additional built form closer to the rear amenity spaces than is currently the case. However, there would be a 11 metre distance at the closest point from the rear building line of the proposed homes and the rear gardens from Cullen Grove. As such, any overlooking is not considered to be severe.

No overlooking would occur from the proposed block 6 to properties along Lindside Walk given block 6 would have a building line similar to the neighbours and would not involve the insertion of windows within the side elevations.

Within the northern part of the site, blocks 1-5 would look onto the existing communal hardstanding off Dam Head Drive, except block 3 which would look onto its own front amenity space. Although properties along Lindside Walk would feel an increased amount of overlooking than is currently the case, given those properties are set at a lower level than the highway, any overlooking would not be considered severe, especially given the proposed 30 metre distance between two sets of properties. The three rows of properties relating to Swinford Walk, Denstone Walk and Dam Head Drive would not experience any overlooking due to the orientation of the properties and gable end facing Dam Head Drive.

Properties from Cullen Grove (southern part) would also feel additional built form closer to the rear amenity spaces than is currently the case. Although Block 5 and block 4 would have rear boundary lines which would align with the rear boundary lines of properties along Cullen Grove, given the distance between the properties themselves any overlooking is not considered so severe.

Soft landscaping including tree planting would also create obstacles within the new access road to offer privacy to individual homes. Boundary treatment with heights appropriate to its location would also offer separation and privacy between the individual homes, including the use of 1.8 metre timber fencing between the rear private gardens.

Overbearing or overshadowing impacts:

One consultation response was received by a neighbour raising concerns about the close proximity of the development to their property. It is acknowledged that the existing properties surrounding the development site would feel built form much closer than existing and would lose the access and view of open green space from the neighbours' properties. However, individual distances between the proposal and existing surrounding properties are considered adequately separated to not cause any harm in terms of any overbearing or overshadowing impacts.

Unacceptable noise and disturbance:

The introduction of the 30 new homes at the site, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site and Highway Services have not raised any issues in terms of highway capacity.

Accessibility

The site is irregular in shape and relates to a 9,997m² area with a steep change in levels from north to south. As stated within the Design and Access Statement, the properties would provide the following principles (page 24):

- All units within the scheme to be accessible to those with impaired mobility, sensory impairments and learning difficulties. This includes level access to all units.

- Development layout and connections to be clearly laid out, well-lit and include texture aids at crossing points for those with reduced vision.
- Inclusive dwelling design to be utilized to allow access into and around the buildings, including Part M of the building regulations and Lifetime homes.

These principles, including level access into all properties regardless of the change in topography over the site, are considered acceptable and these principles would be conditioned within the specified plans condition within any approval granted.

Siting, Scale, Height and Massing

The development utilises the proposed access road as a feature with street trees with the majority of the units looking onto the new access road and units to the south of the site looking onto the existing road of Dam Head Drive. This follows the formation of a typical cul-de-sac and offers natural surveillance to the surrounding properties. However, this differs from the surrounding properties which follow a Radburn style layout. Radburn style layouts have been shown to give rise to anti-social behaviour and a lack of sense of community and as such, the proposed siting of units within the development is considered to create a better sense of community cohesion and is considered a more appropriate form of development, than large areas of incidental green space (as is seen within the surrounding context).

Due to the nature of the shape of the site, it has not been possible to follow the building lines of the surrounding properties. However, block 12 and block 1-5 maintain a sense of separation evident within neighbouring properties and block 6 does align with the building lines of Lindsie Walk. All the proposed homes would have front and rear gardens and replicate the rear gardens evident within properties surrounding the applicant site. It is therefore considered that the development would have a strong and cohesive relationship to the street scene.

The area immediately surrounding the site is characterised by two storey properties, although they differ in design and property formation, and there are some flats sitting within three storey blocks. To the south of the site consists of an estate including properties off Haverfield Road, Woodmere Road and Dam Head Drive. These properties consist of angular roofs, red brick, two storey dwellinghouses with the estate characterised by large areas of communal parking including those off Woodmere Drive and Dam Head Drive. Properties to the north of the applicant site on White Moss Road look onto the road and consist of red brick, two storey dwellinghouses, again following a Radburn style layout. Properties to the east of the applicant site are more traditional in size and form, however, appear to some degree to follow a Radburn style layout using terraced formations.

Although the proposed two storey and semi-detached/ detached properties would be more traditional in style- gable roofs rather than angular roofs, the formation of the properties would match neighbouring properties in terms of height and scale.

The properties would use red brickwork, banded brickwork- red/buff to offer architectural interest to the front elevations of the properties, grey roof tiles and art stone for the headers and sills. As such, the proposed development would take inspiration from the materials used in the existing neighbouring properties and therefore are considered to relate well to the neighbouring estates.

A sense of cohesiveness would be seen when viewing the scheme as the formation of the unit in relation to amenity space would reflect one another where possible. Although some properties would benefit from one parking space whilst others would benefit from two in a form of a long driveway, it still offers all residents an opportunity to park off street, whilst utilising the constrained site.

Furthermore, the same types of boundary treatments would be used throughout when appropriate. As such, the proposal would look uniform and would give the scheme a sense of identity. The application is therefore considered to be in accordance with Core Strategy Policies EN1 and DM1, along with the Guide to Development in Manchester SPD and the Residential Quality Guide.

Design

The design of the proposed houses would incorporate active frontages throughout the development using front doors, small canopies to the front doors and generous glazing, where appropriate. Only in certain locations would the entrance door to the property be located to the side of the property and is designed to better reflect and utilise the constraints of the site.

Pitched gables will create a presence and scale. Fenestration is generally arranged with a vertical emphasis to give order, rhythm and a 'domestic' feel to the street elevations. Within the overall order and consistency of form and materials, the character and identity of each individual home is legible through 'own front doors', canopies, fenestration patterns and distinct brickwork detailing. Although the agent provided details on the materials to be used- red brickwork, banded brickwork- red/buff, thin leading grey concrete roof tiles and artstone headers and sills, further information on the materials to be used is needed and a condition to this effect would be added to any approval granted. The use of the red brick is considered to allow the properties to add a sympathetic addition to the surrounding area.

During the course of the application, details were sought from the agent in terms of window reveals, to ensure the windows were of good architectural design features. The agent provided a drawing of the typical window detailing dated 1 February 2024 with a window reveal distance of 195mm. This is considered acceptable and would be conditioned accordingly for every window within the development. The overall proposed design is considered to be acceptable and in accordance with Core Strategy Policies DM1 and SP1.

Boundary Treatment

There are a mix of proposed boundary treatments across the site:

- Type F1- 2100mm timber fencing (300mm concrete gravel board, 1500mm timber panel, 300mm trellis)- this would be used for sections of boundary around the perimeter of the site, where the site is open, including blocks 1-3 for example where the south of the site is open to the open forestry in connection with Bailey's Wood.
- Type M1- brick wall with metal railing- this boundary treatment would be used to separate and enclose the proposed front amenity spaces of the properties from the highway. This boundary treatment would offer a level of visual permeability from the metal railings to be installed.
- Type M2 -metal railing (1100mm at the highest point)- this boundary treatment would be used to separate the front amenity spaces of properties (for every property).
- Type F2- 1800mm timber fencing (300mm concrete gravel board, 1500mm timber panel)- this boundary treatment would be used to separate most of the rear gardens from one another.
- Type FG- 2100mm timber gate- this gate would be used to enclose and provide an opening into the rear gardens connected with the properties.
- Type B1- 900mm brick wall with a 1200mm timber fencing- this boundary treatment would be used to separate some of the rear gardens and secure some of the rear boundaries of the site. Using a boundary treatment of this height is unusual to separate gardens, however it is necessary given the change in topography across the site.
- Type M3- 1100mm metal railing gate- this would be used to enclose any parked cars within the proposed off street parking spaces.

-Type B2- existing retaining wall with 1200mm timber fencing, 300mm trellis. This boundary treatment would be used to enclose the rear boundaries of properties which sit close to the existing terrace of Lilstock Walk (to the rear of units 22, 16 and 15). During the course of the application, Greater Manchester Police raised concern with the boundary treatment at this point- suggesting the change of level between the existing walkway of Lilstock Walk and the proposed boundary treatment is not too large, so to not make the passageway feel unsafe or allow offenders to target the rear of the existing properties to the east which only have lower boundary fences. Following from the comments, the boundary treatment type B2 was reduced in height to a height of 1.5 metres above the existing retaining wall (300mm of this would be a trellis). The agent explained a height of 1.1 metre was required for building regulations in terms of safety from potential falls. The trellis would offer additional height whilst offering some transparency. It is also hoped that with additional illumination, which would be requested as part of a secured by design condition, safety of this passageway could be increased. Whilst it is acknowledged the proposed relationship with the boundary treatment would create a high feature, it is hoped the additional police requirements to be conditioned would overcome concerns.

The boundary treatment across the site is considered to enhance the appearance of the development site, define public and private spaces and suitably enhance the security of the development. The boundary treatment is considered appropriate in terms of height and appearance. Changes to the boundary treatment encompassed with the reduction of units were assessed by colleagues in Highway Services. Highways accepted the submitted boundary treatment plans in terms of sufficient vehicle/pedestrian intervisibility.

The boundary treatment is therefore considered appropriate and a condition to this effect would be attached to any approval granted.

Crime and Security

A Crime Impact Statement (CIS) was submitted as part of the formal planning application, as the application is a major application. Discussions took place with colleagues in GM Police as concern was raised that the author of the CIS was not recognised by GM Police. The Police considered the review and stated they were broadly acceptable and a report from Secured By Design would have come to similar conclusions. The agent also provided further details on the report and provided the qualifications of the author for GM Police's consideration. GM Police requested a Secured By Design condition to require a good level of physical security that will reduce the opportunity for crime and antisocial behaviour. A prior to occupation condition has been added to any approval granted to reflect the Police's recommendations.

Further comments were received from the Police during the re-notification period of the application:

-The Police raised concern with the rear boundaries of plots 10 and 12. During a discussion between the GM Police officer and the case officer, the Police came to the conclusion they were satisfied with the proposed boundary treatment to plots 10 and 12.

-Concern was raised with the passageway to the north of the scheme to the rear of blocks 13-16. There is potential for loitering/congregation in these areas to the detriment of residents. GM Police suggested the footpaths should be widened enough and suggested illumination be introduced to this area. Discussions regarding this point took place during the course of the application with the developer and the council. The developer implied they may have the ability to take in the alleyway as part of the rear gardens of block 13-16, however further information was not brought forwards. As such, to overcome the concern from the Police, a secure by design condition would be attached to any approval granted to propose lighting for the area and additional measures to make sure this passageway would not give rise to anti-social behaviour.

Greater Manchester Police also raised concerns with the boundary treatment to the rear of the units 22, 16 and 15. This point has been addressed within the previous section of the report- 'boundary treatment'.

GM Police requested the houses are built to Secured By Design standards and a prior to occupation condition has been added to any approval granted.

Carbon Reduction, Climate Change Mitigation and Sustainability

Within the Design and Access Statement submitted (page 26), the following principles would be followed to achieve a carbon reduction:

- Retaining of existing ecological features such as hedges and trees where possible
- Additional new landscaping to supplement the existing
- ‘Fabric first’ approach including improved insulation and airtightness of new housing beyond the Part L requirements to reduce energy requirements.
- Widening the choice of quality homes available in the area for social sustainability
- Encouraging reduced car use by providing connections to the existing cycle and pedestrian network.
- Houses to be designed to be adaptable and flexible to changing user needs.
- Integrated use of Sustainable Drainage Systems
- Use of low carbon and renewable materials where possible
- Water efficient appliances and water meters to promote responsible water usage.

EN6 within the Core Strategy states an Energy Statement should be submitted with a planning application if the development has over 10 units. An Environmental Standards Statement was supplied for consideration and was updated following the reduction of units. The statement showed how the scheme could improve on the uplift of Part L 2022 and the methods that could be used to achieve these targets. The report determined the most suitable options of LZC technologies to be used would be roof mounted PV panels and Air Source Heat Pumps (ASHPs). Whilst the location of ASHPs are sited on a location plan, no further information has been provided in terms of the products to be used, acoustic enclosures to be used (if any) and the impacts this would have in terms of noise. Similarly, whilst PV panels are annotated on the elevations of the proposed housing, no further information has been provided. Further information would be requested as conditions.

Environmental Health requested a NSE6 External plant/equipment/servicing condition be placed on any approval granted. Furthermore, the landscaping condition conditioning the scheme submitted would be added to any approval granted ensuring the insertion of soft and hard landscaping, to the benefit of environmental improvement.

Across the site the applicant has indicated that all properties will be wired to facilitate the future charging of electric vehicles and a location of the charge point has been identified. A condition has been included to request further information in relation to the product of EV charging point used and to ensure that these charging points are delivered as part of the development. The development is therefore considered to be in accordance with Core Strategy Policy EN4.

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. It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual amenity is protected a condition is required to avoid additional extensions or outbuildings being erected without an assessment of their impact.

Highways and Car Parking

Highways were consulted during the consideration of the application and accept the development is unlikely to generate any highway safety, traffic or network capacity concerns and be absorbed on the existing highway network with no capacity or safety concerns. Highways highlighted several sustainable modes for the proposal to be reached via public transport.

Highways requested confirmation in relation to service vehicle manoeuvres. A swept path was provided to show that a large waste collection vehicle can access and egress the new junction access and can make a turn at the turning area between blocks 7 and 16. The agent provided a swept path analysis for the reduced number of units and this was reviewed by colleagues in Highway Services. On 2 April 2024, Highway Services responded as the updated swept path, Drawing No 1570 P03 S38 Vehicular tracking, shows the large waste vehicle, which is acceptable to Highways.

Following the amended scheme with 30 units, Highway Services were happy with the driveway dimensions, boundary treatment, the proposed EV charging points and cycle storage to be provided within secure rear gardens.

Highway Services requested no driveway should be within 10 metres of any junction. The parking arrangements of unit 22 was amended to ensure the parking space was as far away as possible from the junction with White Moss Road and Haverfield Road. The parking spaces, given the constrained nature of the site, are considered acceptable to the Local Planning Authority.

Highways requested confirmation if the new access road is to be offered for adoption. Plans to support this were provided by the agent and Highways responded stating they were happy the plans follow MCC adoptable standards of 2m minimum footway on each side of a 5.5m wide carriageway.

Highways noted the development would give rise to highway works and requested confirmation/ further information on several points, whilst some were addressed during the course of the application, any points outstanding in relation to highway works would be dealt with by a highway works condition which would be attached to any approval granted.

Highways requested a Construction Management Plan be attached to any approval granted.

During the consultation period, one neighbour raised concerns the parking arrangements linked to blocks 4 and 5 would conflict with the existing communal parking spaces off Dam Head Drive. However, there are no parking or specific parking identified within this area of land and space would still remain for existing residents to park within the space. Although this will change arrangements for the neighbours as existing, space for off street parking would still remain and the proposed properties with in curtilage parking provision would not be considered to add substantial pressure to the existing circumstances.

The proposed development is therefore considered to be in accordance with Core Strategy policies T1 and DM1.

Construction Management

The work would take place close to existing dwellings and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition is recommended which would require the submission of highways management plan and details of use of machinery, site management and waste management. Providing the inclusion of the construction management condition, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan.

Waste

The applicant has submitted a waste management strategy which has been reviewed by Environmental Health. Environmental Health reviewed the waste proforma attached and a suitable number of waste receptacles has been proposed to address the above. A condition to this effect would be attached to any approval granted to ensure the development secures appropriate arrangements for the storage and collection of segregated waste and recycling, pursuant to policies SP1, EN19 and DM1 of the Core Strategy for the City of Manchester.

Cycle Storage

The applicant has indicated that the proposed houses would incorporate a secured bicycle storage that would be accessible from the street and provide 100% cycle storage, in each of the garden areas. No information with regards to cycle storage for the dwellinghouse has been submitted, therefore a pre-commencement condition has been proposed to ensure these details are submitted and agreed, thereby contributing to the provision of sustainable transportation options in accordance with Manchester Core Strategy policies T1, EN4 and EN8.

Noise and Disturbance

Environmental Health requested a residential acoustic (and overheating) condition be placed on any approval granted, as the proposal is sited off White Moss Road and so could be negatively impacted by noise from White Moss Road.

As part of the information submitted, a Noise Impact Assessment was provided. Environmental Health reviewed the report who raised concerns with the method used within the study and sought further clarification of the statements made. They stated how once this information had been obtained, they would be able to comment further. No response was given from the agent. As such, a pre-commencement condition is therefore recommended to address the above issues and provide a scheme for acoustically insulating the proposed residential accommodation from White Moss Road and overheating.

Environmental Health also requested an external plant condition be attached to any approval granted in relation to the proposed ASHPs to be inserted to the rear of the property. No information was provided by the agent following Environmental Health's comments and a condition to this effect would be attached to any approval granted.

The proposal is therefore considered to be in accordance with saved UDP Policy DC26 subject to this condition.

Air Quality

No Air Quality information was submitted as part of the proposal. As such, Environmental Health requested a pre-commencement condition be attached to any approval granted, in relation to air quality. This would include information in relation to electric vehicle charging and any other considerations, for example boiler emissions.

Although EV charging points are shown on the proposed site plan, no further information was submitted in relation to specifications to be used. As such, a condition to this effect would be attached to any approval granted. In addition, the implementation of development in accordance with a construction management plan, as required by condition, is considered to be satisfactory with regards to air quality control during the construction period reducing potential harmful impacts to surrounding existing residents. With the above conditions and measures in place, the proposed development is therefore considered to be in accordance with policies EN16, SP1 and DM1 of the Core Strategy.

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 initial phase 1 site investigation report has been considered by Environmental Health and found to be adequate. They have recommended that further consideration should be given, including a site investigation, final risk assessment and remediation strategy, for which the applicant has agreed to a pre commencement condition.

The Environment Agency were also consulted on the application and requested the need for similar conditions be attached to any approval granted.

Given the conditions from Environmental Health would carry more weight than those suggested by the Environment Agency, the conditions from Environmental Health would be placed on any approval granted.

Flood Risk and Drainage

During the original consultation, the LLFA raised concerns the submission did not sufficiently considered the indicative risk of culverted ordinary watercourses to the site. The LLFA required the developer to undertake a site investigation of the indicative culvert risk and the applicant should present evidence of Site investigation to prove or disprove the culvert's presence in the location indicated. The developer undertook the intrusive ground works and provided a detailed flood risk assessment and intensive ground results disproving the presence of a culvert. The LLFA reviewed the site investigation reports and lifted their objection on 10 August 2023.

Following United Utilities lifting their objection, the LLFA requested the following conditions be placed on any approval granted:

- Pre-commencement condition for a surface water drainage plan.
- Prior to occupation condition for the implementation, maintenance and management of the sustainable drainage scheme.
- An informative in relation to the indicative underground culvert of Lionfield Brook.

During the original consultation, United Utilities also objected to the proposal, as proposed features appear to be located above to a United Utilities water main and in proximity to existing sewers. This was not acceptable to United Utilities and until such time as the applicant has resolved all concerns regarding the proximity of proposed development to United Utilities assets, United Utilities objected to the proposal.

The developer undertook conversations with United Utilities and re-designed the site layout and lost 8 units to not build within the drainage easement. United Utilities reviewed the scheme and still raised concerns. Although the developer has been in discussions with United Utilities, the company states the exact location had not been agreed with the developer. This response was provided to the developer to continue discussions. United Utilities required a bespoke pre-

commencement condition be attached to any approval granted, however this was not considered appropriate in relation to planning's remit. Discussions took place within the planning department. It was agreed the application could still be determined and discussions with United Utilities could take place outside of planning to not hold up the assessment of the application. Any further amendments to the scheme caused by drainage restrictions would need to be considered at a later date, if required.

Conditions relating to the provision of a scheme to be implemented in accordance with measures to secure sustainable drainage for the site and manage the risk of flooding and water pollution in accordance with Manchester Core Strategy policies EN8 and EN14 were sent through to the agent and would be placed on any approval granted.

Landscaping

During the original consultation of the application, the MCC Arboriculturist confirmed that due to the shape and layout of the site, there is no scope to retain the existing trees. However, this means focus is needed on the mitigation planting and to ensure that the planting is carried out in accordance with the proposals and species selections. As part of the re-design of the scheme with a reduced number of units, a detailed landscaping plan was supplied with details of the species selections and tree sizes, including street trees which would be placed within the proposed access road. The MCC Arboriculturist confirmed they had no objection to proposed alterations. The planting scheme is sufficient for this site layout and the size and shape of trees were provided within the planting plan. The tree planting scheme would be conditioned within any approval granted. A condition would be placed on the approval granted for a scheme for both hard and soft landscaping. It is considered the proposed landscaping scheme would improve the quality of the development and the visual amenity of the area in accordance with Manchester Core Strategy policies SP1, EN9 and DM1.

Ecology

An ecological survey was submitted as part of the development which was reviewed by the Greater Manchester Ecology Unit.

The site lies within close proximity to Bailey's Wood SBI, parts of which are identified as ancient woodland. The development site is outside of the 15m buffer zone required in Natural England's Standing Advice for ancient woodland. The proposals are also unlikely to result in a significant increase in recreational pressure, given it lies in existing built up area. However, the proposals do have the potential to cause accidental harm to the woodland during construction and The Ecology Unit would therefore recommend that a Construction Environmental Management Plan For Biodiversity be required by condition should permission be granted. A condition to this effect would be attached to any approval granted and a number of requirements are required for consideration by the Ecology Unit.

In relation to bats, the Appraisal submitted suggests that trees on site do not have potential to support bats. However, the Ecology Unit suggested that any lighting scheme for the site be designed to prevent light pollution to the SBI and disturb nocturnal species. Within the submitted Ecology report under section 4.27 the report states that if any lighting during construction or operation is required, it should be designed in accordance with the Bat Conservation trust lighting guidance. No further information on the lighting scheme has been provided as part of the application. GMEU requested a lighting design strategy for biodiversity condition is attached to any approval granted to gain more of an understanding of the lighting strategy and how it would impact the site of biological importance.

The proposal would result in the loss of trees and shrub from the site which may support nesting birds. The Unit requested a condition to protect nesting birds be attached to any approval granted.

Invasive species were identified at the site and the Unit requested a condition to protect invasive species be attached to any approval granted.

Whilst biodiversity net gain conditions are not yet mandatory at the time of the application submission date, a condition would be placed on any approval granted for the developer to consider what biodiversity net gain principles would be implemented at the site. It is therefore considered that the development presents opportunities for bio-diversity enhancement subject to the relevant conditions in accordance with Core Strategy Policy EN15.

Loss of Green Space

As the proposal is a major development, the developer was requested to supply an Open Space Assessment in relation to the scheme. This was supplied and reviewed by internal colleagues within Planning Policy.

The northern part of the site is identified as natural/ semi natural open space and amenity green space within the 2009 Council's amenity space assessment. However, the southern part of the site is not identified as open space. Whilst the loss of the green amenity space is regrettable and has been identified as a concern within neighbour consultee responses, internal colleagues within Planning Policy reviewed the open space assessment submitted and acknowledged the area is well served by Baileys Wood (a natural and semi natural open space), as identified within the open space assessment provided by the agent. Further, the policy team confirmed the north of the city has a general surplus of amenity green space and the proposed development site is not within an area with deficiency in terms of accessible amenity space. This is reflected within the submitted open space assessment provided as part of the development.

The development would deliver garden areas, landscaping and proportionate biodiversity enhancement, which would contribute positively to the quality of the local environment and the loss of green space. In these circumstances, it is considered that the proposal would accord with the criteria for the development of open space referenced in Manchester's Great Outdoors - A Green and Blue Infrastructure Strategy for Manchester (GI) (2015 -25), adopted July 2015.

Further, the site has been identified within the Council's SHLAA capacity map as a capacity site to accommodate residential accommodation. Whilst the loss of the green space is regrettable, the loss of the green space outweighs the need to provide additional affordable housing for the public members of the City Council given the immediate context is well served in terms of green space especially the site's proximity to Bailey's Wood and the site of biological importance.

Impact to Public Footpaths

With regard to pedestrian connectivity within the site, it is noted that the existing adopted footpath Lilstock Walk is being retained but that Wanley Walk is being diverted. With regard to Wanley Walk, Highway Services requested precise details are sought from the applicant through overlay mapping to show the extent of the diversion to demonstrate that the revised route would not be substantially less convenient to the public. This would be reflected within the decision notice of any approval granted.

As the proposed layout for the scheme retains the public connectivity across the site, it would still offer good connectivity throughout for surrounding neighbours and is therefore considered acceptable.

Concern was raised with the passageway to the north of the scheme to the rear of blocks 13-16. There is potential for loitering/congregation in these areas to the detriment of residents. GM Police suggested the footpaths should be wide enough and suggested illumination be introduced to this area. Discussions regarding this point took place during the course of the application with the developer and the council. The developer implied they may have the ability to take in the alleyway as part of the rear gardens of block 13-16, however further information was not brought forwards. As such, to overcome the concern from the Police, a secured by design condition would be attached to any approval granted to propose lighting for the area and additional measures to make sure this passageway would not give rise to anti-social behaviour.

Greater Manchester Police also raised concerns with the boundary treatment to the rear of the units 22, 16 and 15 in connection with the public footpath of Lilstock Walk. This point has been addressed within the previous section of the report- 'boundary treatment' and would again be addressed by information requested within a secured by design condition.

Local Labour Agreement

The internal Work and Skills Team requested that local labour agreements for the construction phase are placed on any approval granted. They also advised if social value arrangements are already in place through MCC colleagues than they would act as the local labour agreements instead. During the course of the application, further discussions between MCC Strategic Housing and MCC Work and Skills occurred relating to local labour agreements for the construction phase were undertaken. An agreement was reached between all parties that local labour conditions were retracted from any decision notices. Instead, any Social Value/Local Labour that is derived will be reported into Strategic Housing as part of the Projects as they are developed/completed and be feedback to Work and Skills via that mechanism. This was considered acceptable by the LPA and the decision notice would not include the insertion of a local labour condition.

Conclusion

Overall, the development is considered to be acceptable as it would contribute positively towards the supply of housing to meet targets and increase the provision of affordable housing. It is considered that the quality of design and the internal space is satisfactory. Any potentially harmful impacts of the development on drainage, crime and security and ecology has been either addressed or mitigated through the submitted details or appropriate conditions.

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

In this case, officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. On balance, it is considered that the development is of a scale and magnitude that would relate positively to the surrounding area and would be capable of achieving a high quality development in accordance with Core Strategy Policies DM1 and SP1.

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:

-Supporting Information- Open Space Assessment, stamped as received by the City Council as Local Planning Authority on 20 December 2022.

-Ground Survey- Phase 1 Preliminary Risk Assessment- Whitemoss Road, numbered 077873-CUR-00-XX-RP-GE-007-V01, stamped as received by the City Council as Local Planning Authority on 20 December 2022.

-Ground Survey- Phase 1 Preliminary Risk Assessment- Dam Head Drive, numbered 077873-CUR-00-XX-RP-GE-009-V01, stamped as received by the City Council as Local Planning Authority on 20 December 2022.

-Ground Survey- Whitemoss Road Report Letter, numbered 077873-CUR-00-XX-RP-GE-040-P01, stamped as received by the City Council as Local Planning Authority on 20 December 2022.

-Ground Survey- Dam Head Drive Report Letter, numbered 077873-CUR-00-XX-RP-GE-042-P01, stamped as received by the City Council as Local Planning Authority on 20 December 2022.

- Waste Management- Site Waste Management Plan, stamped as received by the City Council as Local Planning Authority on 20 December 2022.
- Flood Risk Assessment or Drainage- Intrusive Ground Search Location Plan, numbered Figure 2, stamped as received by the City Council as Local Planning Authority on 29 June 2023.
- Flood Risk Assessment or Drainage- Intrusive Ground Search Results, numbered TP101, stamped as received by the City Council as Local Planning Authority on 29 June 2023.
- Supporting Information- Affordable Housing Statement, numbered P500, stamped as received by the City Council as Local Planning Authority on 22 November 2023.
- Application Form, stamped as received by the City Council as Local Planning Authority on 14 December 2023.
- Drawing- Proposed- Planting Plan, numbered GM12467-002B, stamped as received by the City Council as Local Planning Authority on 23 January 2024.
- Supporting Information- Environmental Standards Statement, stamped as received by the City Council as Local Planning Authority on 23 January 2024.
- Ecology Report- Preliminary Ecological Appraisal, stamped as received by the City Council as Local Planning Authority on 23 January 2024.
- Transport or Travel Information- Transport Statement, stamped as received by the City Council as Local Planning Authority on 23 January 2024.
- Drawing- Proposed- Typical Window Detail, numbered PL.028C, stamped as received by the City Council as Local Planning Authority on 1 February 2024.
- Design & Access Statement, stamped as received by the City Council as Local Planning Authority on 9 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE A - BLOCKS 1, 2, 6, 9, 14, numbered PL.009A, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE B- BLOCK 11, numbered PL.010A, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE C- BLOCK 13, numbered PL.011A, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE D- BLOCKS 5, 8, 10, 16, numbered PL.012A, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE E- BLOCKS 3,15, numbered PL.013B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE F- BLOCK 12, numbered PL.014A, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Floor Plan- BLOCK TYPE G- BLOCKS 4, 7, numbered PL.015A, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Elevations- 3B5P BLOCK TYPE A, BLOCKS 1, 2, 6, 9 & 14, numbered PL.016B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- 2B4P BLOCK TYPE B - BLOCK 11 ELEVATIONS, numbered PL.017B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- Elevations: 2B4P BLOCK TYPE C - BLOCK 13, numbered PL.018B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- 2B4P BLOCK TYPE D - BLOCKS 5, 8, 10 & 16 ELEVATIONS, numbered PL.019B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- 2B4P BLOCK TYPE E - BLOCKS 3 & 15 ELEVATIONS, numbered PL.020B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- 3B5P BLOCK TYPE F - BLOCK 12 ELEVATIONS, numbered PL.021B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
- Drawing- Proposed- 2B4P BLOCK TYPE G - BLOCKS 4 & 7 ELEVATIONS, numbered PL.022B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

-Supporting Information- Swept Path Analysis, numbered WMR-AJP-ZZ-00-DR-C-1570-P03, stamped as received by the City Council as Local Planning Authority on 26 March 2024.
-Drawing- Proposed- Road and Paving Widths, numbered PL.029, stamped as received by the City Council as Local Planning Authority on 10 April 2024.
-Drawing- Site Plan- Proposed Site Plan, numbered PL.952J, stamped as received by the City Council as Local Planning Authority on 16 April 2024.
-Drawing- Proposed- Boundary Treatment Plan, numbered PL.008D, stamped as received by the City Council as Local Planning Authority on 22 April 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.

3) Notwithstanding the details shown within the approved 'Design & Access Statement', stamped as received by the City Council as Local Planning Authority on 9 February 2024, before the commencement of above ground construction works, samples and specifications of all materials to be used on all external elevations of the development have been 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 - 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 for the City of Manchester.

4) The proposal shall be carried out in accordance with 'Drawing- Proposed- Typical Window Detail, numbered PL.028C', stamped as received by the City Council as Local Planning Authority on 1 February 2024, in relation to window reveals.

For the avoidance of doubt the window reveal should be minimum 195mm deep for all windows.

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

5) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no windows shall be inserted into the elevations of the dwellinghouses hereby approved other than those shown on the approved drawings referenced:

-Drawing- Proposed- Elevations- 3B5P BLOCK TYPE A, BLOCKS 1, 2, 6, 9 & 14, numbered PL.016B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

-Drawing- Proposed- 2B4P BLOCK TYPE B - BLOCK 11 ELEVATIONS, numbered PL.017B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

-Drawing- Proposed- Elevations: 2B4P BLOCK TYPE C - BLOCK 13, numbered PL.018B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

-Drawing- Proposed- 2B4P BLOCK TYPE D - BLOCKS 5, 8, 10 & 16 ELEVATIONS, numbered PL.019B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

-Drawing- Proposed- 2B4P BLOCK TYPE E - BLOCKS 3 & 15 ELEVATIONS, numbered PL.020B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

-Drawing- Proposed- 3B5P BLOCK TYPE F - BLOCK 12 ELEVATIONS, numbered PL.021B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.
-Drawing- Proposed- 2B4P BLOCK TYPE G - BLOCKS 4 & 7 ELEVATIONS, numbered PL.022B, stamped as received by the City Council as Local Planning Authority on 29 February 2024.

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

6) Prior to the commencement of the development hereby approved, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include:

- i. Display of an emergency contact number;
- ii. Details of wheel washing;
- iii. Compound locations where relevant;
- iv. Location, removal and recycling of waste;
- v. Routing strategy and swept path analysis;
- vi. Parking of construction vehicles and staff;
- vii. Sheeting over of construction vehicles.
- vii. Parking of construction vehicles and staff;
- viii. Dust suppression measures.

Development shall be carried out in accordance with the approved construction management plan upon commencement of authorised works.

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

7) Before the commencement of above ground construction works, details of highways works to Whitemoss Road and Dam Head Drive, and new access road that are required as part of the implementation of the development, for the avoidance of doubt, including:

- The proposed access road is located coincident to an existing traffic calming feature and an uncontrolled dropped crossing for pedestrians. These features should be retained but relocated further to the west and could be combined with buff coloured tactile paving provided on a new flat top plateau between Haverfield Road and Leconfield Drive. Tactile paving will also be required to assist pedestrians crossing the new access.
- Street trees are proposed within the footway and Highways seek clarification that in each instance a minimum 2m passing distance is maintained. Street trees within the highway would each be subject to a commuted sum to provide for their future maintenance.
- The existing footways on Whitemoss Road and Dam Head Drive directly adjacent to the development need resurfacing.
- Amend existing street lighting on Whitemoss Road and Dam Head Drive in addition to providing public street lighting on any new road which is being offered for adoption.
- Precise details are sought from the applicant in regard to Wanley Walk through overlay mapping to show the extent of the diversion to demonstrate that the revised route would not be substantially less convenient to the public. The footpath diversion would need to be progressed under S257 of the Town and Country Planning Act 1990. In addition, MCC GIS mapping indicates that other footpaths exist in the vicinity of blocks 1 to 5 off Dam Head Drive and the applicant should also investigate these, shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall not be occupied until the works have been constructed in accordance with the approved details, which shall be maintained in situ at all times thereafter.

Reason - In the interest of pedestrian and highway safety and in the interests of local amenity, as specified in policies SP1, EN19, T2 and DM1 of the Core Strategy for the City of Manchester and guidance contained within the National Planning Policy Framework.

8a) The development shall be carried out in accordance with 'Waste Management- Site Waste Management Plan', stamped as received by the City Council as Local Planning Authority on 20 December 2022, in relation to a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority.

b) 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 amenity and public health, pursuant to policies EN19 and DM1 of the Manchester Core Strategy.

9) Before the occupation of the development, car parking areas shown on 'Drawing- Site Plan- Proposed Site Plan, numbered PL.952J', stamped as received by the City Council as Local Planning Authority on 16 April 2024, shall be surfaced and made available for use.

The car parking spaces shall be maintained in situ prior to the occupation of the authorised houses and remain in situ thereafter.

Reason - In the interest of residential amenity and pedestrian and highways safety, pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

10) No development shall take place until surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards 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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

11) No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority.

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

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. This condition is imposed in light of national policies within the NPPF and NPPG and local policies EN08 and EN14.

12) a) Before the development commences a scheme for acoustically insulating the proposed residential accommodation against noise from White Moss Road shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises. The potential for overheating shall also be assessed and the noise insulation scheme shall take this into account. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied. Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

b) Prior to first occupation of the residential units, a verification report shall be 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, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

13) a) The development hereby approved shall be carried out in accordance with:
-Ground Survey- Phase 1 Preliminary Risk Assessment- Whitemoss Road, numbered 077873-CUR-00-XX-RP-GE-007-V01, stamped as received by the City Council as Local Planning Authority on 20 December 2022,
-Ground Survey- Phase 1 Preliminary Risk Assessment- Dam Head Drive, numbered 077873-CUR-00-XX-RP-GE-009-V01, stamped as received by the City Council as Local Planning Authority on 20 December 2022,
-Ground Survey- Whitemoss Road Report Letter, numbered 077873-CUR-00-XX-RP-GE-040-P01, stamped as received by the City Council as Local Planning Authority on 20 December 2022,
-Ground Survey- Dam Head Drive Report Letter, numbered 077873-CUR-00-XX-RP-GE-042-P01, stamped as received by the City Council as Local Planning Authority on 20 December 2022,
in relation to all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site.

Before development commences a report outlining measures required to remediate the land (Site Investigation Report and Remediation Strategy) 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 EN18 of the Core Strategy for Manchester.

14) a) 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 commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester.

15a) Notwithstanding the EV charging points as shown on the 'Drawing- Site Plan- Proposed Site Plan, numbered PL.952J', stamped as received by the City Council as Local Planning Authority on 16 April 2024, prior to commencement of the development, a scheme for electric vehicle charging and any other considerations, for example boiler emissions, 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 Core Strategy.

16) Prior to the first occupation of the development the Boundary Treatment shall be implemented in accordance with the approved plans 'Drawing- Proposed- Boundary Treatment Plan, numbered PL.008D', stamped as received by the City Council as Local Planning Authority on 22 April 2024.

The approved details shall be retained in accordance with the details and maintained in situ thereafter.

Reason - In order to secure the site boundaries, achieve appropriate noise attenuation and in the interests of residential amenity pursuant to policies SP1 and DM1 of the Core Strategy for the City of Manchester and saved policy DC26 of the Unitary Development Plan for the City of Manchester.

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

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

18) Prior to first use, details of the specifications, elevations, siting and appearance of the secured cycle storage shall be submitted to and approved in writing by the City Council as local planning authority.

The agreed details shall be fully implemented prior to the first use of development, retained and maintained thereafter.

Reason - In the interest of residential amenity and to promote sustainable transportation modes pursuant to policies SP1, T1, T2 and DM1 of the Core Strategy for the City of Manchester.

19) Prior to any above ground works, details of the location, materials, design and colouration of roof mounted PV panels, Air Source Heat Pumps and any acoustic enclosures to be used within the development hereby permitted shall be submitted to and approved in writing by the local planning authority. The development shall be constructed only using the approved materials and shall be retained as such at all times 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, pursuant to policy DM1 of Manchester's Core Strategy.

20) The development hereby approved shall be carried out in accordance with the 'Supporting Information- Environmental Standards Statement', stamped as received by the City Council as Local Planning Authority on 23 January 2024.

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

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

21) 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.

22) 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.

23) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

Reason - In order to protect wildlife from works that may impact on their habitats pursuant to policy EN15 of the Manchester Core Strategy (2012).

24) No development shall take place (including demolition, ground works, vegetation clearance) until a construction environmental management plan (CEMP: biodiversity) has been submitted to and approved in writing by the local planning authority. The CEMP (Biodiversity) shall include the following.

a) Risk assessment of potentially damaging construction activities.

b) Identification of "biodiversity protection zones".

c) Practical measures (both physical measures and sensitive working practices) to avoid or reduce impacts during construction (may be provided as a set of method statements).

d) The location and timing of sensitive works to avoid harm to biodiversity features.

e) The times during construction when specialist ecologists need to be present onsite to oversee works.

f) Responsible persons and lines of communication.

g) The role and responsibilities on site of an ecological clerk of works (ECoW) or similarly competent person.

h) Use of protective fences, exclusion barriers and warning signs.

The approved CEMP shall be adhered to and implemented throughout the construction period strictly in accordance with the approved details, unless otherwise agreed in writing by the local planning authority.

The CEMP should also include measures to protect badgers during construction works.

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

- 25) Prior to occupation, a "lighting design strategy for biodiversity" for areas to be lit shall be submitted to and approved in writing by the local planning authority. The strategy shall:
- a) identify those areas/features on site that are particularly sensitive for nocturnal species and that are likely to cause disturbance in or around their breeding sites and resting places or along important routes used to access key areas of their territory, for example, for foraging; and
 - b) show how and where external lighting will be installed (through the provision of appropriate lighting contour plans and technical specifications) so that it can be clearly demonstrated that areas to be lit will not disturb or prevent the above species using their territory or having access to their breeding sites and resting places.

All external lighting shall be installed in accordance with the specifications and locations set out in the strategy, and these shall be maintained thereafter in accordance with the strategy. Under no circumstances should any other external lighting be installed without prior consent from the local planning authority.

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

- 26) Prior to the commencement of development (including demolition, ground works, vegetation clearance), an invasive non-native species protocol shall be submitted to and approved by the local planning authority, detailing the containment, control and removal of montbretia, Himalayan cotoneaster and wall cotoneaster on site. The measures shall be carried out strictly in accordance with the approved scheme.

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

- 27) Before the occupation of the authorised dwellinghouses, a scheme to encourage biodiversity within the application site shall be submitted to and approved in writing by the City Council as local planning authority, including the provision of measures to encourage habitats for native species and bird and, if appropriate, bat species. The development shall be implemented in accordance with the approved scheme prior to the occupation of the authorised properties and shall be maintained in situ thereafter.

Reason - in the interests of residential development and to encourage bio-diversity pursuant to policies SP1, EN1, EN15 and DM1 of the Core Strategy for the City of Manchester and the National Planning Policy Framework.

28) Prior to occupation, details of the measures to be incorporated into the development (or phase thereof) to demonstrate how secure by design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details at all times thereafter.

The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation.

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

29) Prior to the commencement of the development (excluding demolition works), a scheme for the provision of affordable housing on the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall comprise:

- i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).
- iv. The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

Reason - In order to provide affordable housing at the site and to deliver an identified housing need in accordance with policies H6 and H8 of the Manchester Core Strategy (2012) and the National Planning Policy Framework.

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

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Core Strategy for the City of Manchester.

31) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential units shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2015, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a) not precluding occupation by two unrelated people sharing a property.

Reason - In the exceptional circumstances of a proliferation of HMOs restricting housing choice and adversely affecting sustainability and in the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through the provision of accommodation that is suitable for people living as families pursuant to paragraph 7.4 of the Guide to Development in Manchester: Supplementary Planning Document and Planning Guidance, the National Planning Policy Framework and policies SP1 and DM1 of the Core Strategy for the City of Manchester.

32) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 as amended by The Town and Country Planning (General Permitted Development) (Amendment) (England) Order 2010 (or any order revoking and re-enacting that Order with or without modification) the dwelling houses 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 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 Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

Informatives

1) 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).

2) Detailed MCC mapping can be obtained at roadinformationsearches@manchester.gov.uk for which a charge will be made.

3) If adoption of the highway is required it will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. This includes; layout, drainage, streetlighting, surfacing, stats etc.

4) MCC records highlighted an indicative risk that the underground Lionfield Brook is located within close proximity to the site. Intrusive site investigations to determine whether the asset is onsite have been undertaken to support the planning application. The investigations have not found the asset onsite. While our records are frequently updated to ensure the highest level of accuracy, the records cannot guarantee 100% accuracy for all MCC underground assets. Therefore, we would request that the applicant informs the onsite contractor to remain observant and to take the appropriate safety precautions during excavation works. If any major unknown drainage assets are found beneath the site, then further investigation works should take place to identify the asset and MCC should be contacted immediately.

5) Construction/demolition works shall be confined to the following hours unless otherwise agreed in writing by the City Council as local planning authority:

Monday - Friday: 7.30am - 6pm

Saturday: 8.30am - 2pm

Sunday / Bank holidays: No work

6) The applicant is reminded that, under the Wildlife and Countryside Act 1981 as amended it is an offence to remove, damage, or destroy the nest of a wild bird, while the nest is in use or being built. Planning consent does not provide a defence against prosecution under this act. If a birds nest is suspected work should cease immediately and a suitably experienced ecologist employed to assess how best to safeguard the nest(s).

7) 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.

8) The proposed development should be designed and constructed to Secured by Design standards including laminated glazing; security-certified windows and doors (please see www.designforsecurity.org/secured-by-design/ or www.securedbydesign.com for more information). Developments that are built to this standard are less likely to be susceptible to crime.

-Illumination is required for the public footpaths close to the boundaries of the site.

Appendix 1 – List of consultees & neighbours notified

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

42 Dam Head Drive, Manchester, M9 6LX
38 Dam Head Drive, Manchester, M9 6LX
4 East Garth Walk, Manchester, M9 6SF
5 East Garth Walk, Manchester, M9 6SF
7 Garrowmore Walk, Manchester, M9 6SE
1 Garrowmore Walk, Manchester, M9 6SE
44 Dam Head Drive, Manchester, M9 6LX
40 Dam Head Drive, Manchester, M9 6LX
36 Dam Head Drive, Manchester, M9 6LX
34 Dam Head Drive, Manchester, M9 6LX
32 Dam Head Drive, Manchester, M9 6LX
30 Dam Head Drive, Manchester, M9 6LX
28 Dam Head Drive, Manchester, M9 6LX
26 Dam Head Drive, Manchester, M9 6LX
24 Dam Head Drive, Manchester, M9 6LX
22 Dam Head Drive, Manchester, M9 6LX
20 Dam Head Drive, Manchester, M9 6LX
18 Dam Head Drive, Manchester, M9 6LX
8 East Garth Walk, Manchester, M9 6SF
6 East Garth Walk, Manchester, M9 6SF
2 East Garth Walk, Manchester, M9 6SF
7 East Garth Walk, Manchester, M9 6SF
3 East Garth Walk, Manchester, M9 6SF
1 East Garth Walk, Manchester, M9 6SF
5 Garrowmore Walk, Manchester, M9 6SE
3 Garrowmore Walk, Manchester, M9 6SE
93 - 97 Haverfield Road, Manchester, M9 2LP
10 Lindsie Walk, Manchester, M9 6DH
Haverfield Road Shops, Haverfield Road, Manchester, M9 2LP
11 Langland Close, Manchester, M9 6LT
13 Langland Close, Manchester, M9 6LT
5 Normanton Drive, Manchester, M9 6FZ
13 Cullen Grove, Manchester, M9 6LJ
11 Cullen Grove, Manchester, M9 6LJ
123 White Moss Road, Manchester, M9 6LH
7 Normanton Drive, Manchester, M9 6FZ
1 Cullen Grove, Manchester, M9 6LJ
5 Lowfield Walk, Manchester, M9 6FA
1 Churston Avenue, Manchester, M9 6LF
3 Lowfield Walk, Manchester, M9 6FA
1 Lowfield Walk, Manchester, M9 6FA
118 White Moss Road, Manchester, M9 6EF
9 Cullen Grove, Manchester, M9 6LJ

3 Leamore Walk, Manchester, M9 6DA
1 Leamore Walk, Manchester, M9 6DA
5 Leamore Walk, Manchester, M9 6DA
33 Cullen Grove, Manchester, M9 6LJ
21 Cullen Grove, Manchester, M9 6LJ
5 Lindsides Walk, Manchester, M9 6DH
91 Haverfield Road, Manchester, M9 6LP
3 Churston Avenue, Manchester, M9 6LF
5 Churston Avenue, Manchester, M9 6LF
5 Cullen Grove, Manchester, M9 6LJ
2 Leamore Walk, Manchester, M9 6DA
8 Denstone Walk, Manchester, M9 6DB
3 Woodmere Drive, Manchester, M9 6DD
2 Denstone Walk, Manchester, M9 6DB
5 Marlton Walk, Manchester, M9 6DT
49 Cullen Grove, Manchester, M9 6LJ
7 Kirkholt Walk, Manchester, M9 6LU
4 Kirkholt Walk, Manchester, M9 6LU
5 Kirkholt Walk, Manchester, M9 6LU
8 Kirkholt Walk, Manchester, M9 6LU
2 Kirkholt Walk, Manchester, M9 6LU
9 Kirkholt Walk, Manchester, M9 6LU
6 Kirkholt Walk, Manchester, M9 6LU
3 Kirkholt Walk, Manchester, M9 6LU
11 Kirkholt Walk, Manchester, M9 6LU
1 Kirkholt Walk, Manchester, M9 6LU
121 White Moss Road, Manchester, M9 6LH
125 White Moss Road, Manchester, M9 6LH
43 Cullen Grove, Manchester, M9 6LJ
3 Marlton Walk, Manchester, M9 6DT
2 Lindsides Walk, Manchester, M9 6DH
14 Lilstock Walk, Manchester, M9 6DG
2 Lilstock Walk, Manchester, M9 6DG
10 Swinford Walk, Manchester, M9 6DE
2 Swinford Walk, Manchester, M9 6DE
6 Denstone Walk, Manchester, M9 6DB
7 Cullen Grove, Manchester, M9 6LJ
41 Cullen Grove, Manchester, M9 6LJ
35 Cullen Grove, Manchester, M9 6LJ
116 White Moss Road, Manchester, M9 6EF
1 Lindsides Walk, Manchester, M9 6DH
4 Swinford Walk, Manchester, M9 6DE
7 Woodmere Drive, Manchester, M9 6DD
10 Denstone Walk, Manchester, M9 6DB
45 Cullen Grove, Manchester, M9 6LJ
3 Lindsides Walk, Manchester, M9 6DH
8 Swinford Walk, Manchester, M9 6DE
9 Leamore Walk, Manchester, M9 6DA
47 Cullen Grove, Manchester, M9 6LJ
37 Cullen Grove, Manchester, M9 6LJ
31 Cullen Grove, Manchester, M9 6LJ
29 Cullen Grove, Manchester, M9 6LJ
25 Cullen Grove, Manchester, M9 6LJ
23 Cullen Grove, Manchester, M9 6LJ

7 Marlton Walk, Manchester, M9 6DT
12 Lilstock Walk, Manchester, M9 6DG
8 Lilstock Walk, Manchester, M9 6DG
6 Swinford Walk, Manchester, M9 6DE
39 Cullen Grove, Manchester, M9 6LJ
19 Cullen Grove, Manchester, M9 6LJ
15 Cullen Grove, Manchester, M9 6LJ
6 Lindside Walk, Manchester, M9 6DH
17 Cullen Grove, Manchester, M9 6LJ
3 Cullen Grove, Manchester, M9 6LJ
27 Cullen Grove, Manchester, M9 6LJ
9 Normanton Drive, Manchester, M9 6FZ
5 Woodmere Drive, Manchester, M9 6DD
1 Woodmere Drive, Manchester, M9 6DD
7 Leamore Walk, Manchester, M9 6DA
4 Lilstock Walk, Manchester, M9 6DG
4 Denstone Walk, Manchester, M9 6DB
3 Normanton Drive, Manchester, M9 6FZ
1 Marlton Walk, Manchester, M9 6DT
10 Lilstock Walk, Manchester, M9 6DG
1 Normanton Drive, Manchester, M9 6FZ
8 Lindside Walk, Manchester, M9 6DH
4 Lindside Walk, Manchester, M9 6DH
16 Lilstock Walk, Manchester, M9 6DG
6 Lilstock Walk, Manchester, M9 6DG

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

Historic Landfill Site 250m Buffer -

Area Team Boundary - Name: NORTH AREA