

Planning

Growth & Development

Delegated officer report for planning application

Application no. 139261/FO/2024

Date registered valid: 15 March 2024

Proposal: Erection of a 2-storey building comprising 16 No. self-contained dwellings for supported dementia care living with communal lounge and ancillary accommodation, landscaping and associated access, parking and boundary treatment.

Address: Land Off Jurby Avenue, Manchester

Ward(s): Higher Blackley Ward

Applicant: Mrs Nicky Harris, Irwell Valley Homes

Agent (if any): Mr Steven Dempsey, JDA

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 11 June 2024

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Standard consultations:

Printed: 25 March 2024 Expired: 17 April 2024

Neighbour notifications

Printed: 25 March 2024 Expired: 17 April 2024

Site notice

Posted: 9 April 2024 Expired: 30 April 2024

Press advert

Published: 4 April 2024 Expired: 18 April 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The proposed site lies at the southern end of Jurby Avenue which is a highway terminating in a turning head. The site is on a plateau, with the land sloping way to the south, west and east. The site is currently open and grassed, with on tree within the site, and trees and vegetation beyond the site boundary.

The site covers an area of 0.31ha. The boundaries to the existing housing to the north comprises a high close boarded wooden fencing, which is set above a brick plinth (retaining structure) in some locations.

It is understood that the site was previously occupied by a block of flats, but the site has been vacant for a prolonged period of time.

Planning History

115905/VO/2017 - City Council Development for the erection of 10 no. two-bedroom bungalows (Class C3(a), with associated parking landscaping and boundary treatments. Application was approved on 06.07.2017, but not implemented.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The site is bounded by residential properties to the north, Plant Hill Park and open space to the east. There is open space to the west and French Barn Lane allotments to the south. These areas of land, however slope away from the site, with the site itself being at the edge of an elevated plateau. The dwellings to the north are a mix of two storey short terraces, or are single storey bungalows with monopitched roof detail.

Description of development

Consent is sought for a 2-storey building comprising 16 No. self-contained dwellings for supported dementia care living (supported housing) with communal lounge and ancillary accommodation, landscaping and associated access, parking and boundary treatment.



The proposed accommodation would be in the form of 15 one bedroom and one two bedroom dwellings.

The development would be of a contemporary design using traditional materials including muted buff primary protruding brickwork with grey buff secondary recessed brickwork, together with stacked buff brick soldier courses. The upper floor would comprise a copper-coloured mansard roofing system with contrasting zinc clad dormers.

Zinc coloured powder coated aluminium window frames are also proposed, with the central atrium incorporating copper coloured curtain wall glazing.

Off street parking provision would be located to the north east of the proposed building, which would be accessed from Jurby Avenue. 13 parking spaces (including 2 for disabled users) are proposed to the northeast of the proposed building, with the provision of 3 electric charging points. Cycle (4 spaces for visitors at the entrance and a secure cycle store for 4 cycles for staff to the east of the building next to the proposed scooter store), and scooter storage are also proposed to serve the development. The building would be curved in shape running in an northwest -southeast alignment across the site, which has enabled a soft landscaped buffer to be incorporated between the proposed building and the rear of the site. Soft landscaping is also proposed to the Jurby Avenue frontage.

The proposed accommodation at ground floor comprises a secure entrance lobby with associated reception, office, and staff accommodation, together with 7 no.1 bed self-contained dwellings, an assisted bathroom, toilets, guest room and community room, and a shared space with tea/coffee making facilities and seating area and a further 8 no.1 bed and 1 no. 2 bed self-contained dwellings to the first floor, with a shared space with tea/coffee making facilities, staff room and laundry. Up to 10 employees would be based at the property at any one time.

Consultations & Notification Responses

The proposal has been advertised in the local press (Manchester Evening News), on 4th April 2024 and site notices were displayed at locations around the application site on 9th April 2024 due to the quantum of accommodation proposed. In addition, notification letters have been sent to local residents (total of 85) in the local area on 25th March 2024.

Local residents - one email has been received from a local resident objecting to the proposed development. They advise although this is a nice plan Jurby Avenue is a very busy street with traffic from the local school. Due to the narrow nature of Jurby Avenue it is a one in one out situation. People park in front of their drives and also double park. They raise concerns that an ambulance would not be able to access the site easily. They are of the view that the scheme should have a planned access road and residents should not have to endure another construction which would not be of benefit to them.

Supported Needs Housing Group – Advice that they fully support the proposal for the extra care scheme on Jurby Street.

They state that a consultation took place with ward councillors last year, and Housing Strategy have kept members briefed on updates on a continual basis; members are supportive.

The scheme will specialise in dementia extra care and will provide a much-needed service in North Manchester, which will complement the other dementia specialist extra care schemes in South and Central. This new scheme will allow families to choose a place for their loved one close to them in North Manchester for the first time. There is also a growing need for this type of service in Manchester.

In addition the scheme was approved by the Residential Growth Panel in 2021.

Highway Services – TRIP GENERATION AND JUNCTION CAPACITY:

A trip generation assessment was undertaken for the proposed development to understand the anticipated trips associated with the development during the AM and PM peak periods.

In order to undertake the assessment, the TRICS database was used.

The multi-modal peak hours trips rates for the development type were identified and trips for the AM and PM peak period were obtained from the TRICS database. The data shows that a total of 3 two-way movements are anticipated in the AM peak and 5 two-way trips in the PM peak period. The TRICS assessment and trip rates are acceptable to Highways.

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

A parking accumulation assessment has also been undertaken to demonstrate that the proposed level of car parking is sufficient for the development and that there will be no vehicle overspill anticipated on the surrounded highway.

The proposed operator suggests that there will be up to 10 members of staff on site at any time. Due to the nature of the development and varying shift patterns it has been assumed that 5 vehicles will be parked overnight associated with 5 overnight staff.

The parking accumulation assessment demonstrates that there would be a maximum of 9 vehicles (based on there being 5 vehicles at the start of the day). This ensures that there is still capacity for visitors to the site. The proposed vehicle parking is acceptable to Highways.

HIGHWAYS SAFETY:

The Crashmap database has been reviewed for the most recent five-year period. The analysis shows that over the five-year period there has been a total of 2 incidents, one of which was slight and 1 serious.

Based on this assessment Highways have no concerns about highway safety issues within the vicinity of the site.

PARKING AND ACCESS: The proposed development will take vehicular access from Jurby Avenue from an extension to the existing carriageway and the existing footway provision will be retained. The proposed access will provide a route into the parking area. It is understood that the site will remain unadopted. The proposed access will link to the existing footway and carriageway on Jurby Avenue.

A dropped crossing with tactile paving will be in place across the access, which is acceptable to Highways.

Should the planning application be approved, the applicant will be required to enter into a Section 278 agreement for the alterations to the existing highways, and for construction of the proposed vehicular access, dropped kerbs, tactile paving and footway on Jurby Avenue. This will require the agreement with MCC's Highways Applications and Network Resilience teams and be funded at the applicant's expense.

A S278 agreement is required for works to the adopted highway, and any modifications / improvements to the public highway or footpath will require agreement with MCC's Highways Applications and Network Resilience teams. It is recommended that standard parking bay dimensions be a minimum of 2.4m x 4.8m and disabled parking bay dimensions a minimum of 3.6m x 6.0m. This should also include a 6-metre aisle width to allow vehicles to safely manoeuvre within the car park with formal demarcation of all spaces.

CYCLE PARKING: In line with MCC recommendations, secure and sheltered cycle parking provision should be made, within the curtilage of the site, for the accommodation of staff/ visitor cycles. A cycle store for 2 cycles will be provided in the front gardens adjacent to the mobility scooter store. This cycle store will provide parking for staff. This is acceptable to Highways.

Scooter storage is located to the east of the site and is accessible via a footpath which extends from the access road.

BOUNDARY TREATMENTS: It is recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians. The applicant should be advised that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

REFUSE AND SERVICING: A bin store is noted at the northern boundary of the site. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

The TA confirms that servicing will be undertaken within the site and utilise the proposed turning head. Drawing 'T-002 / Swept Path Analysis' demonstrates that a Pheonix 2 Duo can access, manoeuvre and egress the site safely. This is acceptable to Highways.

CONSTRUCTION MANAGEMENT: A Construction Management Plan should be provided by the applicant prior to any construction works beginning. The Construction Management Plan should detail the phasing and quantification / classification of vehicular activity associated with planned construction. This should include commentary on types and frequency of vehicular demands together with evidence (including appropriate swept-path assessment) of satisfactory

routeing both within the site and on the adjacent highway. The document should also consider ongoing construction works and contractor parking in the locality.

It is also requested the applicant provides a dilapidation survey as part of the Construction Management Plan document. The survey should include photographs and commentary on the condition of carriageway / footways on construction vehicle routes surrounding the site.

The applicant is advised that any requirements for licensing, hoarding / scaffolding and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highways Applications and Network Resilience teams.

It is recommended that the above is conditioned and attached to any planning permission that may be granted.

SUGGESTED CONDITIONS: Provision of Electric Vehicle Charging points; Cycle storage; Scooter storage; Car Parking provision; Off-Site Highways Works; Construction Management Plan.

Environmental Health – recommend conditions relating to a construction management plan, acoustic insulation of the proposed residential accommodation, noise levels associated with external plant, refuse, external lighting (if any is proposed), measures within the air quality report, ground conditions are attached to any approval.

FURTHER COMMENTS 12.06.2024

The waste arrangements look fine to be conditioned .

GMEU – 16.04.2024

The proposal would be subject mandatory net gain and the Statutory metric should have been used; the submitted metric is version 3.1 and is out of date.

FURTHER COMMENTS 06.06.2024 -Advise they have reviewed the information submitted in relation to Biodiversity Net Gain.

The way the consultants have completed the metric indicates that the proposals will achieve a net gain of some 64.8%. They do not agree with the strategic significance and claimed condition that the consultants have given to proposed tree planting, as all of the tree species are ornamental. However, even if these are changed to more realistic categories i.e. Area/compensation not in local strategy/ no local strategy and poor condition, the proposals still achieve a net gain of some 49%.

Furthermore, they are also not convinced that the area of wildflower grassland will be able to achieve the claimed condition of moderate, as the proposed species mix includes many species that are not locally native to Manchester. Given the high number of species in the mix that are from calcareous or limestone grassland, it is unlikely that these will survive in the long term and the grassland is unlikely it achieves the required condition criteria needed to achieve a moderate condition. While changing the condition to the more realistic poor condition still results in a net gain of some 31%, they would advise that to achieve the best outcomes for biodiversity a more appropriate species mix is used. This could form part of the planning conditions for the permission, should it be granted.

While the management prescriptions are acceptable, the report will need to be updated to reflect the above reservations.

Other issues

The Preliminary Ecology Appraisal makes a number of precautionary recommendations for protection measures for species during construction works. These should be included within any CEMP for the site.

The recommended bat and bird boxes should also be required by condition.

Arboriculturalist – No comments received.

LLFA- Recommend any approval has conditions relating to the submission of a surface water drainage scheme, and the implementation, maintenance and management of the approved sustainable drainage scheme.

United Utilities – Request that any approval be subject to conditions relating to a sustainable surface water drainage scheme and a foul water drainage scheme, and that the drainage schemes must include:

- (i) An investigation of the hierarchy of drainage options in the National Planning Practice Guidance (or any subsequent amendment thereof).
- (ii) A restricted rate of discharge of surface water agreed with the local planning authority (if it is agreed that infiltration is discounted by the investigations);
- (iii) Levels of the proposed drainage systems including proposed ground and finished floor levels in AOD
- (iv) Incorporate mitigation measures to manage the risk of sewer surcharge where applicable; and
- (v) Foul and surface water shall drain on separate systems.

The approved schemes shall also be in accordance with the Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacement national standards. Prior to occupation of the proposed development, the drainage schemes shall be completed in accordance with the approved details and retained thereafter for the lifetime of the development.

A further condition relating to SuDS management and maintenance is also recommended.

A public sewer crosses the site and United Utilities advise that they will not permit building over it. They require an access strip for maintenance or replacement and this access must not be compromised in any way. The minimum distances that might be acceptable to United Utilities are detailed within Part H of the Building Regulations however, they recommend the applicant determines the precise location, size, depth and condition of the pipeline as this is likely to influence the required stand-off distance from any structure.

United Utilities also have provided detailed advice relating to UU property, assets and infrastructure which has been forwarded to the planning agent for information.

Design for Security - Having reviewed the drawings and the CIS submitted as part of this application. They have no further comments to add, but request the inclusion of a condition requiring that reflects the physical security specification listed in section 4 of the CIS.

Cadent - Advise they have no objection, but request that an informative be attached to any approval due to the close proximity of the site to medium and low pressure assets.

Policy Legislative and Policy Context

Places for Everyone

The Inspectors' Report on the examination of the Places for Everyone plan was published on 15 February 2024. The Inspectors' Report sets out and justifies their recommendations in relation to the plan, and they have concluded that all legal requirements have been met and that with the recommended main modifications set out in the appendix to their report, the Places for Everyone plan is 'sound'.

The plan was considered at the Full Council meeting in Manchester on 20 March 2024, and was subsequently approved on 21st March 2024. Given the stage the Plan has reached, the Plan and its policies is now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning balance.

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

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

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

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

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

Policy JP -H1 relates to the Scale, Distribution and Phasing of New Housing Development, and states that the new homes will be of good quality and design, adaptable, supported by the necessary infrastructure and amenities and their distribution will support the Plan's overall strategy which enables people to reduce the need to travel when taking advantage of key assets.

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

1. Significantly increasing the supply of new housing, in accordance with Policy JP-H1 'Scale, Distribution and Phasing of New Housing Development', thereby reducing the potential for a shortfall to lead to large house price and rent increases.
2. Maximising the delivery of additional affordable homes, including through local plans setting targets for the provision of affordable housing for sale and rent as part of market-led developments based on evidence relating to need and viability.
3. Support provision of affordable housing as part of new developments (avoiding where possible clusters of tenure to deliver mixed communities).

4. Working with Government to maximise the amount of public funding being directed towards the provision of new affordable housing.
5. Increasing the supply of low-cost market housing, to complement the provision of affordable homes and diversify options for low income households.

The National Planning Policy Framework

This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 in July 2021, and subsequently in December 2023. It represents key up to date national policy and is an important material consideration in determining the current application.

A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high-quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment. The Framework reiterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay. With regards to affordable housing, paragraph 66 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups. The proposal would deliver 16 dwellings for social rent.

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

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 108). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 115). Within this context, applications for development should: a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate

facilities that encourage public transport use; b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport; c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards; d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 116). 13 parking spaces (two for disabled users) and cycle storage facilities are proposed within the development, with electric charging points, which would be available for use by the staff and residents. The development would incorporate sustainable transportation options and chapter 9 would be positively responded to.

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 123). Decisions should support development that makes efficient use of land, taking into account: a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it; b) local market conditions and viability; c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use; d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change; and e) the importance of securing well-designed, attractive and healthy places. (paragraph 128). Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site. Paragraph 129 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality, beautiful and sustainable buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 131). Planning decisions should ensure that developments: a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development; b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping. The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents. Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 140). In this case, the development would involve the erection of a two storey property. The proposed built form has been designed to be contemporary in nature using traditional materials and is considered to be acceptable in terms of its form and siting. On this basis, it is considered that chapter 12 would be appropriately responded to.

Section 14 'Meeting the challenge of climate change, flooding and coastal change' Paragraph 157 seeks that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure. Paragraph 162 expects new development to comply with any relevant development plan policies relating to decentralised energy, where viable, and take account of design-based factors including landform, layout, building orientation, massing and other criteria to minimise energy consumption. Paragraph 165 seeks to direct development away from areas which are at the highest risk of flooding. Paragraph 173 sets out that, in the determination of planning applications, local planning authorities should ensure that flood risk is not increased elsewhere and that, where appropriate, planning applications should be supported by a site-specific flood risk assessment. The proposed development has been designed with a fabric first approach, with the use of air source heat pumps, and through location and design would give rise to a sustainable development. On this basis, it is considered that chapter 14 would be appropriately responded to.

Section 15 – 'Conservation and enhancement of the natural environment' Paragraph 180 sets out that planning decisions should enhance the local environment through means including: - minimising impacts on and providing net gains for biodiversity, including by establishing coherent ecological networks that are more resilient to current and future pressures; - preventing new and existing development from contributing to, being put at unacceptable risk from, or being adversely affected by, unacceptable levels of soil, air, water or noise pollution or land instability. Development should, wherever possible, help to improve local environmental conditions such as air and water quality, taking into account relevant information such as river basin management plans; and - remediating and mitigating despoiled, degraded, derelict, contaminated and unstable land, where appropriate. Paragraph 189 sets out that planning decisions should ensure that a site is suitable for its proposed use, taking into account of ground conditions and any risks arising from land instability and contamination. Paragraph 191 states that planning decisions should also ensure that development is appropriate for its location taking into account the likely effects (including cumulative effects) of pollution on health, living conditions and the natural environment. In doing so they should: a) mitigate and reduce to a minimum potential adverse impacts resulting from noise from new development – and avoid noise giving rise to significant adverse impacts on health and the quality of life; b) identify and protect tranquil areas which have remained relatively undisturbed by noise and are prized for their recreational and amenity value for this reason; and c) limit the impact of light pollution from artificial light on local amenity, intrinsically dark landscapes and nature conservation. It is not expected that ground conditions present at the site would be unusual or complex. Furthermore, the proposed development would, include new tree planting and soft landscaping as part of the proposal. On this basis, it is considered that chapter 15 would be appropriately responded to.

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

Local Development Framework

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

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

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

The following policies within the Core Strategy are considered relevant:

Policy SP1 (Spatial Principle)
Policy DM1 (Development Management)
Policy H1 (Overall Housing Provision)
Policy H3 (North Manchester)
Policy H8 (Affordable Housing)
Policy H 10 (Housing for people with additional support needs)
Policy T1 (Sustainable Transport)
Policy T2 (Accessible areas of opportunity and needs)
Policy EN1 (Design principles and strategic character areas)
Policy EN 8 (Adaptation to Climate Change)
Policy EN9 (Green Infrastructure)
Policy EN14 (Flood Risk)
Policy EN15 (Biodiversity and Geological Conservation)
Policy EN16 (Air Quality)
Policy EN18 (Contaminated Land)
Policy EN19 (Waste)

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

The below saved policies of the Unitary Development Plan are also considered relevant: Policy DC26 (Noise) states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise.

National Planning Policy Guidance (March 2014)

The Government produced a suite of documents to act as a live resource which set out advice and best practice on a wide range of planning issues following a detailed review of planning policy guidance as a way of streamlining policy. The relevant section of the NPPG in this case is as follows:

Noise - Local planning authorities' should take account of the acoustic environment and in doing so consider:

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

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

- engineering: reducing the noise generated at source and/or containing the noise generated;
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose built barriers, or other buildings;

- using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Other material policy considerations

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

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

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the Manchester document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live. The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows: Make it Manchester: Make it bring people together; Make it animate street and spaces; Make it easy to get around; Make it work with the landscape; Make it practical; Make it future proof; Make it a home; and Make it happen.

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

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

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

In November 2018 Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050. A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors. On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport. The Energy Statement

suggests an approach utilising a “fabric first” in association with the use of air source heat pumps, as being the most effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of the development.

Issues

Principle

The site is not formally part of Plant Hill Park and has only functioned as ‘open space’ following the demolition of the previous residential development which was located on site sometime before 2010 (a block of flats). Furthermore, the site does not fall within an area identified within the Open Spaces Audit.

The proposed supported housing use would help to address immediate and significant housing needs that requires intervention in order to safeguard vulnerable individuals.

In these circumstances, the general principle of the development is acceptable and compliant with aforementioned policy and guidance. Specific planning matters are considered further below.

Proposed Residential Accommodation

In this case, each of the apartments would comply with the guidance in Manchester Residential Quality Guidance (2016) in regard to the floorspace which is proposed, with 7 1 bed dwelling with showers having a floor area of between 42 -50m² (M4(1 and 2) compliant) and 1 no 2 bed dwelling with shower having a floor area of 60sq.m.

The proposal therefore accords with the relevant standards and provides an appropriate standard of accommodation. The private usable amenity space to the rear and front of the property would provide an opportunity for residents to benefit from outdoor living and to meet and socialise, helping to create a community within the development. The site is within easy walking distance of public transport links to the City Centre and other district centres on Plant Hill Road / Bank House Road.

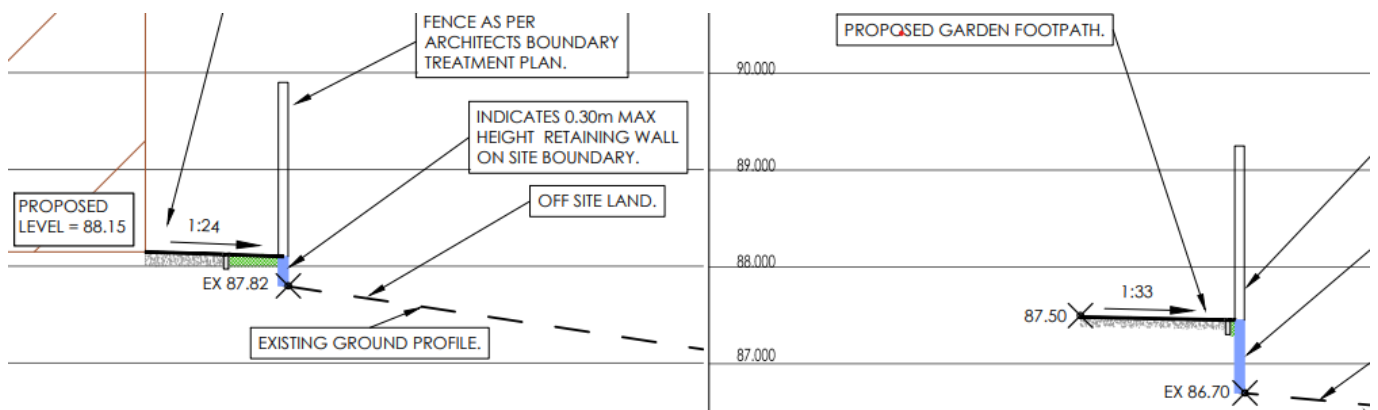
Site Layout

The proposal relates to the election a two-storey curved building. The proposed accommodation at ground floor comprises a secure entrance lobby with associated reception, office, and staff accommodation, together with 7 no.1 bed self-contained dwellings, an assisted bathroom, toilets, guest room and community room, and a shared space with tea/coffee making facilities and seating area and a further 8 no.1 bed and 1 no. 2 bed self-contained dwellings to the first floor, with a shared space with tea/coffee making facilities, staff room and laundry. Externally, 13 off road car parking spaces are proposed, with incorporating 2 spaces for disabled users to the northeast of the proposed building. In addition, cycle storage for visitors at the entrance (4 spaces), 4 cycle spaces for staff are proposed to the east of the building next to the proposed scooter store, and scooter storage are also proposed to serve the development.

A bin store is proposed to the north of the building in proximity to the access from Jurby Avenue. An area has been identified for a substation adjacent to the proposed bins store, in case of a future need when the electric charging points are incorporated within the proposed development. There is an enclosed garden area to the rear, and amenity space to the front of the proposed building.



The site lies on a raised plateau, with the land to the west, east and south falling away from the site. Due to the significant change in levels particularly to the western and southern boundary, cross sections have been submitted which show the extent of retaining structures which would be needed in respect of the proposed boundary treatment in the southern eastern corner of the site on the site perimeter.



Affordable Housing

The proposed development of 16 dwellings for supported living is above the threshold of delivering affordable housing. The applicant is a Registered Social landlord organisation, and an affordable housing statement accompanies this application. This confirms the scheme would have an affordable tenure and the 16 dwellings would be for social rent.

Residential Amenity

This is a predominantly residential area, with the site bounded by houses and bungalows to the north, with a secondary school further to the north of Plant Hill Road, and open land to the other boundaries. The land to the south falls away sloping down to Blackley New Road. The development adjacent to the site is a mix of two storey and single storey buildings.

In regard to the potential for loss of privacy, the bungalows to the north of the proposed development each have a narrow vertical window to the side elevation which is screened by high close boarded fencing on the boundary. There are no windows at first floor level in the gable of the proposed building which would be sited 7.3m from the boundary with no. 16 Jurby

Avenue. Windows in the front facade of the proposed building would be 15.58 m from no.27 Jurby Avenue opposite the site.

It is therefore considered that the proposed development would not give rise to any significant impacts relating to overlooking or loss of privacy. Given the location of the proposed residential development in the local area, and highway routes in proximity to the site, the immediate area is already subject to a degree of daytime activity and vehicular/pedestrian movements associated with these uses. Considering existing environmental conditions, it is not considered that there would be any significant impact in terms of noise and disturbance, as a consequence of the proposed use.

The staff office is located at the main entrance to ensure good natural security, while providing a secure single point entry into the main building. A communal garden and landscaped area will provide secure external areas for the residents, and there will be secure perimeters. Off street car parking will be provided for visiting staff.

Appearance

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF.

The development would be of a contemporary design using traditional materials including muted buff primary protruding brickwork with grey buff secondary recessed brickwork, together with stacked buff brick soldier courses. The upper floor would comprise a copper-coloured mansard roofing system with contrasting zinc clad dormers.

Zinc coloured powder coated aluminium window frames are also proposed, with the central atrium incorporating copper coloured curtain wall glazing.

The adjacent residential development is contemporary utilising red multi brickwork and cream render. The palette of materials, in particular the preferred colouration of the brickwork and mansard roof, has been discussed with the planning agent. Whilst it is acknowledged that the existing bungalows to the north comprise significant areas of cream through colour render, it is proposed to attach a condition to any approval to state that notwithstanding the materials annotated on the plans, that materials shall be submitted for consideration. This will enable further consideration of the actual material at the site in order to better consider the visual impact of the proposed development within the street scene.





The proposal is of a scale, form and massing which is in keeping with the area around it.

Discussions have been had with the planning agent in respect of the depth of window reveals. The agent has confirmed acceptance of the need to provide deep reveals, but has advised that the type of construction in relation to the building is under discussion, and therefore they are unable to provide the exact depth of reveals at this time. It is therefore proposed that this design detail be conditioned to ensure a deep reveal is achieved.

Sustainability

Policy EN8 of the Core Strategy relates to adaption to climate change. The application is accompanied by an Energy Statement, in which it is advised that in order to achieve a reduction in carbon emissions, the development has been designed with a fabric first approach, and the incorporation of air source heat pumps. To meet with the challenging demands associated with sustainable development a “fabric first” approach with low carbon technology was considered the most cost effective and efficient way of delivering an energy saving development that will connect with local housing needs and reduce CO₂ emissions during the life cycle of the property. The proposed development would also include low energy lighting, heating controls, Mechanical Ventilation with Heat Recovery to community rooms, offices, kitchenette and staff rooms. The report suggest that the incorporation of the measures proposed would result in a 56% reduction in CO₂ emissions over Part L 2021.

The development would be subject to Part L of the Building Regulations requirements which have exceeded Manchester City Council’s Core Strategy Policy EN6 from June 2022. It is recommended that this aspect of the scheme is conditioned, together with a requirement for the submission of a post construction review certificate/statement once the development is complete.

Climate Change

City Council policy requires that new proposals focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives. In this case, the site is situated within a sustainable location with access to a range of amenities and transport opportunities. Given the vacant nature of the site, the level of staffing and occupiers/visitors to the site would result in a higher level of vehicular movements and parking demand. The impact to local air quality is not however, considered to be significant. As way of an improvement, conditions are included which require the provision of electric vehicle charging points, as well as cycle and scooter storage provision, in order to offer a wide choice of means of travel.

Noise/ Overheating

The application is accompanied by an Environmental Noise Assessment, which identifies that the main source of existing noise being from road traffic on Plant Hill Road and distant traffic noise from the M60 (Manchester Ring Road).

The Environmental Noise Assessment confirms that the noise levels in external garden amenity areas are considered to be within the acceptable range without further mitigation. Furthermore, the assessment confirms that the acoustic performance of standard double glazed units is considered to provide sufficient noise attenuation to ensure suitable internal noise levels in all living rooms and bedrooms

It is therefore proposed that a condition is attached to any approval to require that the development be implemented in accordance with the mitigation measures as set out in the Environmental Noise Assessment, and a verification report is submitted first occupation of the residential dwellings to validate that the work undertaken throughout the development conforms to the recommendations and requirements in the approved acoustic consultant's report, and that the internal noise criteria have been met.

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

Flood Risk / Surface Water Drainage

The site is located in Flood Zone 1 (area at low risk of flooding), i.e., land defined as having an annual probability of flooding less than 0.1% (1 in 1000 years). The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development. The NPPF does not require that the Sequential Test be applied to development proposals in Flood Zone 1. Due to the site area being below the referenced threshold, a flood risk assessment is not required. The proposed development incorporates permeable materials to the parking facilities to contribute to slowing the flows of surface water into the drainage system, and the submitted drainage details indicate that the proposed development would incorporate below ground geo-cellular storage with a max volume of 56 cubic metres. The details suggest this will accommodate storage for up to a 1 in 100 year + 40% climate change storm events without flooding. Surface water flow will be controlled by a hydrobrake, limiting flow to 5.0 l/s.

In view of the comments received in regard to surface water drainage it is proposed that conditions be attached to any approval to require the submission of a finalised detailed design for surface water drainage and an on-going management and maintenance regime for the approved scheme.

Air Quality

This application is accompanied by an Air Quality Impact Assessment. The site is not situated within an AQMA and monitoring data from 2019 indicates that, even in close proximity to major roads in the vicinity of the site, concentrations are not exceeding the annual mean AQO for NO₂.

Consequently, it is expected that pollutant concentrations at the site (which is located in a residential area) will be below the AQO. The proposed development therefore not have a requirement for specific mitigation measures to reduce future occupants' exposure to air pollution. Whilst it is noted that the report relates to an earlier version of the development referencing 13 dwellings, rather than the 16 now proposed, given the scheme relates to supported housing accommodation three additional dwellings is not considered to have a significant impact on air quality in the local area.

In relation to dust during the construction phase of the development, such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above.

The provision of EV charging points, together with the provision of secure cycle storage at the site will contribute to reducing any future impacts of the operational phase of the development in relation to air quality. The site layout shows the provision of 3 charging points, with one being located to serve a parking space for disabled users.

Finalised details of the type of charger and have not been provided for consideration. It is therefore recommended that this aspect of the scheme is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. A condition is also proposed in relation to the implementation of the cycle and scooter storage arrangements before the occupation of the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN1.

Waste Management

The application includes a waste management strategy which would involve a bin store to the north of the building at the access of the site from Jurby Avenue. The proposed with a capacity for 8, 1,100 litre bins and two 240 litre bins for green/food waste.

The external bin store would be in the form of enclosure formed of brickwork, with gated access. The proposed storage capacity would comprise General refuse - 2 no 1,100 litres, Pulpable recycling - 2 no 1,100 litres, Mixed recycling - 2 no 1,100 litres, and Food waste 2 x 240 litres. Two additional 1,100 litres bins are proposed which would provide additional capacity should it be needed in the future.

An appropriate condition is included to ensure satisfactory arrangements are in place, prior to the use becoming operational.

Internet connection

BT Openreach and Virgin Media has existing infrastructure near to the site.

Highway Related Matters and Car Parking

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments. Policy T2 in particular states that the Council will take the circumstances of each proposal into account to establish what level of parking is appropriate. As part of the proposed development there would be two spaces for disabled users, together with 11 spaces provided to the northeast of the property. Cycle spaces are proposed, 4 of which would be located at the main entrance with the proposed building for use by visitors, and the other 4 would be located in a secure cycle store located within the side garden area, which would enable access to a sustainable transport option. Scooter storage (including the installation of 2 no. IP65 sockets to the buggy store to allow for mobility scooter charging) would also be provided within the site. It is recommended that these aspects of the scheme are conditioned to be in place prior to the building being occupied.

The servicing arrangements for the site have been considered; servicing will be undertaken within the site, utilising the turning head proposed within the site. Swept path analysis of the proposed turning head has confirmed the suitability of this arrangement.

In comparison to the current use of the site there would be an increase in pedestrian and vehicular activity. However, the proposed use is for supported housing to accommodate vulnerable people, and therefore car ownership is likely to be low. A maximum of 10 staff however, at any one time would be present at the site. It is therefore not anticipated that the proposal would give rise to any material impact to the operation of the highway as a

consequence of trip generation and parking demand. Vehicular access to the site would be from Jurby Avenue. The level of proposed parking provision is considered acceptable. 3 no. EV charging points located to three spaces, one of which serves a space for a disabled user. The planning agent has been advised that ducting should be installed to all spaces to enable further provision to be readily installed in the future. It is recommended that this aspect of the scheme is conditioned.

In view of the location of the property on Jurby Avenue in easy walking distance to Plant Hill Road and Bank House Road, which is served by bus routes, and given the scheme relates to the provision of supported housing, it is not considered that the proposed development would give rise to significant parking issues in the wider area or adverse highway issues. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

A Transport Statement is submitted with the application. This Statement presents the detail on sustainability, access and parking within the site. It also considers impact on the highway of the proposed development, taking account of the project trip generation connected with the proposed development. It concludes that the proposal would not have a significant impact on the operation of the highway.

Cycle Storage

4 cycle spaces would be located in the side garden under a canopy, with 4 cycle spaces located at the pedestrian entrance of the site for visitors (under the entrance canopy). The visitors spaces would be visible to staff in the ancillary office accommodation at the pedestrian entrance to the building.

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. A Phase I and Phase II Geo-Environmental Report is submitted in support of the planning application, but relates to an earlier proposed development at this site and was produced in 2017. The information provided, whilst giving an indication of the potential ground conditions at the site, cannot be relied upon due to the timeframe which has elapsed since it was drafted, and a bridging report is needed. It is therefore proposed to attach a condition to require a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site be submitted. Furthermore, in the event of the Preliminary Risk Assessment identifying require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted and approved. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy). A Completion/Verification Report is also required to be submitted.

The site is within an area that is potentially affected by demolition and waste arisings from the former residential development on the site, which could potentially include asbestos containing materials, and there is disturbed ground present and a refuse pit under 50 metres to the east which may contain gas generating wastes.

The report recommends a standard approach with a 600mm capping layer of clean imported subsoil and topsoil in all proposed gardens and areas of soft landscaping that are underlain by reworked topsoil/made ground, to ensure there are no valid pollutant linkages between soil-bound contamination and future residential users. The report also recommend that gas monitoring is undertaken.

Sewer location

A sewer, which drains to the south, is present along the approximate centre-line of Jurby Avenue that extends to a manhole cover located in the grass-covered area just south of the road / footpath. A spur extends to the east from the manhole which terminates in the grassed area. The submitted layout is annotated stating that a CCTV survey has established that there is only one combined sewer running through the site which runs to the east and does not continue south as shown on United Utilities records.

Security

The application is accompanied by a Crime Impact Statement (CIS) drafted by Design for Security officers. The report suggests that the proposed layout of the scheme is acceptable, provided that the perimeter of the garden areas to the sides and rear of the site are securely enclosed, and that there are secure access controls into and around the building, including the prevention of unauthorised access between any publicly accessible communal hub facilities and the residential elements of the scheme.

They also recommend that the secondary access to the hub be brought forward to remove the potential to lead to a hidden space. However, it is noted that the location of this access lies within a secured rear garden area, and would be visible from windows serving the community room at ground floor level, so any risks associated with the set back of 0.77m are not expected to give rise to significant security issues.

It is, however, proposed that a condition requiring the completed development to achieve Secured by Design accreditation is attached to any approval.

Disabled Access

The proposed building would have level access to the entrances, with an assisted bathroom, and disabled toilet provision at ground floor level. There is lift access to the upper floor. Two accessible parking spaces are provided within the parking area (one with an electric charging point.) and a scooter store with two charging points is also proposed. Confirmation has been received from the planning agent that all dwellings are in adherence with the M4 (1) & (2) criteria. Furthermore, the corridor doors at ground floor level have been revised to one larger leaf door, rather than double doors.

Boundary treatment

The proposed development would retain the existing high closed boarded fencing forming the northern boundary of the site with the existing bungalows, but includes the incorporation of a short length of 1.8m close boarded fencing from the boundary with no.27 Jurby Avenue to the boundary to Plant Hill Park. A low wall with a railing fence above (overall height 1.1m) is proposed to the back of pavement on entering the site, with a 1.8m metal railing set above solid plinth to the western, eastern and southern boundaries. It is recommended that these details are conditioned, together with a requirement for the colouration of the railed fencing to be submitted and agreed.

Landscaping

The building would be set to the north of the existing cul de sac turning head, which enables the provision of significant areas of soft landscaping to the front of the proposed building. The landscaping plan allows for the provision of sensory and feature ornamental planting areas to the front of the building, together with grassland including wildflowers, and area with perennial ornamental grasses. Planting beds and areas of grass are also proposed to the rear of the building which varies in depth due to the curved nature of the building.

A low ornamental hedge is proposed to the northern car park boundary and the western and southern boundaries of the site. These areas of planting, including trees to the western,

southern and eastern boundary would assist in reducing the visual impact of the proposed building on the elevated plateau.

It is proposed that this aspect of the scheme is conditioned to ensure that scheme is implemented not later than 12 months from the date the apartments are first occupied, and that any soft planting which dies or is removed within 5 years of planting to be replaced. Matters in connection with the proposed species and biodiversity net gain are dealt with elsewhere in this report.

Trees

The site currently has trees and vegetation on the slopes in close proximity to the southern and western perimeters of the site, within only 1 tree within the site.

The proposed development necessitates the removal of one 'Low Quality' Category 'C' tree within the site boundary. The loss of this tree is not considered to be adversely impact views from outside the site and can be mitigated against through the provision of new trees and soft landscaping as part of the proposed development. The report also suggests that tree ref:3 to the east of the site in close proximity to the site boundary would require pruning. However, as this tree lies outside the site, any determination of this application does not give approval for such works to be undertaken, and the consent of the landowner must be sought.

It is recommended that a condition to require the installation for tree protection fencing in relation to the trees in proximity to, but outside the site is attached to any approval.

The proposed development would involve the planting of 25 heavy standard trees and 7 multi stemmed trees. It is recommended that this aspect of the scheme is conditioned as part of the landscaping scheme.

Ecology/Biodiversity

The application includes a Biodiversity Net Gain Assessment. The Assessment indicates that the that the proposals will achieve a net gain of some 64.8%. Whilst Greater Manchester Ecology Unit do not agree with the strategic significance and claimed condition that the consultants have given to proposed tree planting, as all of the tree species are ornamental, it is noted that even if these are changed to more realistic categories i.e. Area/compensation not in local strategy/ no local strategy and poor condition, the proposals still achieve a net gain of some 49%.

In regard to the area of wildflower grassland concerns are also noted that this would not be able to achieve the claimed condition of moderate, as the proposed species mix includes many species that are not locally native to Manchester and would be found in areas of alkali and not acidic based soils. It is also noted that while changing the condition to the more realistic poor condition still results in a net gain of some 31%, to achieve the best outcomes for biodiversity a more appropriate species mix is used.

As such whilst acknowledging the submitted scheme would achieve an improvement of over 10% in relation to Biodiversity Net Gain, the landscaping scheme would benefit from further consideration being given to the species to be planted in order to maximise biodiversity and the longevity of the planting at the site. It is therefore proposed that any landscaping condition attached to any approval, requiring the submission of a finalised list of proposed species prior to any soft planting being undertaken at the site.

A Preliminary Ecological Appraisal of the site also accompanies the application. The appraisal identified that the site provides suitable habitat for birds for nesting birds within the trees and scrub alongside the site, for foraging bats and hedgehogs. There was no evidence of badgers on the site. Accordingly, mitigation measures, including the implementation of Precautionary Working Methods during construction for the species noted above and the removal of vegetation to be completed outside of the breeding bird season are recommended to be conditioned.

The Biodiversity Enhancement Management Plan dated January 2024 includes a plan showing the provision of 4 bat boxes, 6 bird boxes and 3 hedgehog houses. It is recommended that this aspect of the scheme is conditioned, together with a requirement for the provision of hedgehog routes within the proposed boundary treatment.

With this mitigation in place, and with enhancement proposed within the Biodiversity Enhancement Management Plan and including tree and hedgerow planting, the creation of wildflower grassland, the introduction of bat and bird boxes, the proposed development meets the requirements of planning Policy EN15

Conclusion

The proposed use would make efficient use of a vacant site to provide a much-needed facility for Manchester, whilst contributing to the local economy through the retention/creation of jobs and offering social improvements. This development would deliver supported housing to meet an identified need. All material issues have been set out and addressed and this includes where any necessary mitigation to ensure the schemes delivery. It is believed that that the proposal would uplift the appearance of the site. On this basis, the proposal is considered acceptable and compliant with the aforementioned planning policy and guidance.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice has been sought in respect of this matter. Matters were raised in relation to boundary

treatment, and revised plans have been received which address this issue. The proposal is considered to be acceptable and therefore determined within a timely manner.

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:

Location Plan ref: 1226_JDA_Z1_00_A_DR_0001

Proposed First Floor Plan ref: 1226_JDA_Z1_00_A_DR_0015 rev.P03:

Proposed Elevations Plan ref: 1226_JDA_Z1_XX_A_DR_0016 rev.P03 (notwithstanding annotated material references;

Drainage Survey plan ref: TDUK230622 rev.01

Phase 1 and Phase II Geo-Environmental Report Doc ref: 3025-CAU-XX-XX-RP-V-0306.A0-C1

Transport Statement doc ref: P1893 dated December 2023 revision 1

Preliminary Ecological Appraisal dated December 2022 issue 01

Arboricultural Impact Assessment dated December 2022

Environmental Noise Impact Assessment ref: ENA- 22522A-23-33 dated January 2023

Crime Impact Statement ref: Version A:14.02.2023 Reference 2009/0928/CIS/02

Air Quality Assessment ref: AQA-22522A-22-493 JANUARY 2023

Planning Statement and Open Space Assessment dated December 2023

Biodiversity Enhancement Management Plan dated January 2024

Received 14th February 2024

Affordable Housing Statement and Energy Statement ref; S9353 dated March 2024 received 15th March 2024

Content of email from planning agent dated 25.04.2024 and Site Boundary Pinch Points and Sections plan ref: 2108_SCE_00_00_DR_C_0005.2 rev.P01 received 25th April 2024.

Content of email from planning agent dated 29th April 2024.

Substation Proposal plan ref : AU2063-E003 rev. P02 received 15th May 2024.

Biodiversity Net Gain Design Stage Assessment ref: UG_1828_ECO_BNG03 dated May 2024;

Habitat Management and Monitoring Plan ref: Issue 01 dated May 2024 and BNG Metric ref:UG_1828_ECO_BNG_CALC_03 received 16th May 2024.

Proposed Ground Floor Plan ref: 1226_JDA_Z1_00_A_DR_0014 rev.P05:

Proposed Site Plan ref: 1226_JDA_Z1_00_A_DR_0013 rev .P06

Agent email dated 11th June 2024 regarding waste storage.

Design and Access Statement rev.01 dated 06.02.2024;

General Arrangement plan ref: UG1828_LAN_GA_DRW_01 rev.P05; Soft Landscape plan ref:

UG1828_LAN_SL_DRW_02 rev.05; and Hard Landscape plan ref: UG1828_LAN_HL_DRW_03 rev.04; and Proposed Site Boundary and details plan ref: 1226_JD_Z_00_A_DR_0007

rev.P04 ;

Received 12th June 2024

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

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

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

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

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

4) Notwithstanding the materials annotated on plans referenced in condition no.2 prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

5) The car parking indicated on the approved Proposed Site Boundary and details plan ref: 1226_JD_Z_00_A_DR_0007 rev.P04 ;and Hard Landscaping plan ref: UG1828_LAN_HL_DRW_03 rev.04, shall be surfaced, demarcated and made available for use prior to the dwellings, hereby approved being occupied. The car parking shall then be available at all times whilst the dwellings are occupied.

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

6) a) The cycle and scooter storage facilities shall be implemented in accordance with the locations as shown on the approved Proposed Site Boundary and details plan ref: 1226_JD_Z_00_A_DR_0007 rev.P04, prior to the proposed accommodation being brought into use, and be retained thereafter.

b) Finalised design details of the proposed canopy to the cycle store to the east of the building hereby approved shall be submitted to and approved in writing by the City Council as local

planning authority, prior to occupation of the accommodation hereby approved. The development shall be carried out in accordance with the agreed details.

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

7) a) Electric vehicle charging points shall be implemented in the locations shown on Proposed Site Boundary and details plan ref: 1226_JD_Z_00_A_DR_0007 rev.P04.

b) Finalised specifications of the electric charging points shown on Proposed Site Boundary and details plan ref: 1226_J7D_Z_00_A_DR_0007 rev.P04, together with details of ducting to the remaining parking spaces, shall be submitted to and approved in writing by the City Council as local planning authority prior to the first occupation of the development hereby approved.

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

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

8) Prior to commencement of any above ground works, full detailed designs (including specifications, and any TRO's) of all off site highways works, shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, prior to the first residential dwelling being occupied.

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

9) 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. The approved surface water drainage scheme shall be implemented prior to occupation of the apartments hereby approved, in accordance with those details that have been approved in writing by the Local Planning Authority.

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

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

Verification report providing photographic evidence of construction as per design drawings; ·

As built construction drawings if different from design construction drawings;

Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other

arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason- To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and a maintenance mechanism for the lifetime of the development, pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

11) a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination). In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before development commences and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

12) a) The development shall be implemented in accordance with the measures within the Environmental Noise Impact Assessment ref: ENA- 22522A-23-33 dated January 2023.

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

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

13) a) Any air source heat pumps, substation, 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. 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 approved scheme shall be completed before the dwellings are occupied.

b) Upon completion of the development a verification report will be required 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 has been met. Any instances of nonconformity 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 and safeguard the amenity of existing and future occupiers of nearby residential accommodation, pursuant to saved policy DC26 of the Unitary Development Plan for the City of Manchester and policies SP1 and DM1 of the Manchester Core Strategy (2012).

14) The waste storage arrangements shall be implemented in accordance with locations shown on the approved Proposed Site Boundary and details plan ref: 1226_JD_Z_00_A_DR_0007 rev.P04, and email from planning agent dated 11th June 2024, prior to the proposed residential accommodation being brought into use. The implemented waste storage arrangements shall remain in situ whilst the use or development is in operation.

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

15) a) Prior to any above ground works, details of any external lighting shall be submitted to and approved in writing by the City Council as local planning authority. Any external lighting shall be designed to minimise glare and overspill onto nearby residential properties.

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

Reason - To safeguard the amenities of the occupiers of nearby properties, pursuant to policies SP1 and DM 1 of the Manchester Core Strategy (2012).

16) The development shall be implemented in accordance with the Air Quality Assessment (AQA), Ref: AQA-22522a-22-493, dated January 2023.

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

17) The development shall only be carried out in accordance with section 4 in the Crime Impact Statement ref: Version A:14.02.2023 Reference 2009/0928/CIS/02. The development hereby approved shall not be occupied or used until the Council as local planning authority has

acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development.

Reason - To reduce the risk of crime, pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy for Manchester and to reflect the guidance contained in the National Planning Policy Framework.

18) a) The development shall be implemented in accordance with the measures in the Energy Statement ref; S9353 dated March 2024 received 15th March 2024 in terms of sustainability and energy efficiency.

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

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

19) Prior to the commencement of any above ground works, finalised detailed designs (including cross sections) of the windows reveals on the elevations of the building hereby approved shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

20) a) Notwithstanding the species shown on plan ref: Soft Landscaping plan ref: UG1828_LAN_SL_DRW_02 rev.05 finalised details of the species within the soft landscaping scheme, together with a maintenance strategy shall be submitted to and approved in writing by the City Council as local planning authority.

b) The details on the General Arrangement plan ref: UG1828_LAN_GA_DRW_01 rev.P05; and Hard Landscaping plan ref: UG1828_LAN_HL_DRW_03 rev.04 shall be implemented not later than 12 months from the date the building is first occupied.

c) If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

21) In this condition "retained tree" means an existing tree outside the site boundary, but with a root zone shown which is referenced in the Arboricultural Impact Assessment dated December 2022 specified in condition no.2 and particulars; and paragraphs (c) and (d) below shall have effect until the expiration of 5 years from the date of the first occupation of the development for its permitted use.

(a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the

written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction)

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

(c) The erection of fencing for the protection of any retained tree shall be undertaken in accordance with the approved plans and particulars before any equipment, machinery or materials are brought on to the site for the purposes of the development, and shall be maintained until all equipment, machinery and surplus materials have been removed from the site.

Nothing shall be stored or placed in any area fenced in accordance with this condition and the ground levels within those areas shall not be altered, nor shall any excavation be made, without the written consent of the local planning authority.

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

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

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

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

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

24) The bird and bat boxes and hedgehog houses shall be implemented in accordance with the designs in the Biodiversity Enhancement Management Plan report dated January 2024, and shown locations on the Biodiversity Enhancements Location Plan ref: UG_1828_ECO_BEMP_01 rev.01, prior to the proposed residential accommodation being brought into use. The implemented bird and bat boxes and hedgehog houses shall remain in situ whilst the accommodation is occupied.

Reason - To ensure that ecology management is adequately in place to comply with policy EN15 of the Manchester Core Strategy (2012).

25) a) The development shall be implemented in accordance with Biodiversity Net Gain Design Stage Assessment ref: UG_1828_ECO_BNG03 dated May 2024; and details in BNG Metric ref:UG_1828_ECO_BNG_CALC_03 received 16th May 2024 (as updated by finalised species in condition no.20 part(a)).

b) The measures within the Biodiversity Net Gain Design Stage Assessment ref: UG_1828_ECO_BNG03 dated May 2024; and details in BNG Metric ref:UG_1828_ECO_BNG_CALC_03 dated May 20242024 (as updated by finalised species in condition no.20 part(a)) , shall be managed and monitored in accordance with the Habitat Management and Monitoring Plan ref: Issue 01 received 16th May 2024.

Reason - To ensure that biodiversity measures, and the on-going management and monitoring of those measures are in place to comply with the with policy EN15 of the Manchester Core Strategy (2012).

26) Elevational design details of the retaining wall in the locations shown on plan ref: 2108_SCE_00_00_DR_C_0005 shall be submitted to and approved in writing by the City Council as Local Planning Authority, prior to above ground works commencing. The development shall be implemented in accordance with the approved details, prior to the dwellings being occupied.

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

27) a) The boundary treatment shall be implemented in accordance with the identified locations on the approved Proposed Site Boundary and details plan ref: 1226_JD_Z_00_A_DR_0007 rev.P04, and Hard Landscaping plan ref: UG1828_LAN_HL_DRW_03 rev.04 prior to the occupation of the building, and retained at all times thereafter.

b) Finalised details relating to the provision of gaps below the perimeter fencing to facilitate hedgehog routes shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

c) Finalised details of the colouration of the railings forming the boundary treatment on the approved Proposed Site Boundary and details Plan ref: 1226_JD_Z_00_A_DR_0007 rev.P04 shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

28) a) The development shall be implemented in accordance with the level of affordable housing provision and tenure as set out in the Affordable Housing Statement received 15th March 2024.

b) Prior to above ground works of the dwellings hereby approved:

(i) 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

(ii) 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); shall be submitted to and approved by the local planning authority.

c) The approved affordable housing scheme shall be implemented as part of the development and thereafter observed subject to the following exclusions and exemptions:

1. The affordable housing scheme shall not be binding upon a mortgagee, chargee or any receiver (including an administrative receiver) appointed by such mortgagee or chargee or any other person appointed under any security documentation to enable such mortgagee or chargee to realise its security or any administrator (however appointed) including a housing administrator (each a receiver) of the whole or any part of the affordable housing or any persons or bodies deriving title through such mortgagee or chargee or receiver.

2. The affordable housing scheme which is the subject of this condition shall cease to apply (and shall be of no further effect) to any dwelling that has been acquired by an individual owner/purchaser and/or their mortgagee OR any dwelling in respect of which a statutory or voluntary right to buy or acquire has been exercised.

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

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

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

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

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

31) Prior to the first use of the development, details of the siting, scale and appearance of the air source heat pumps to the building hereby approved. The air source heat pumps must also comply with the noise criteria as specified in condition 13. The approved details shall then be implemented prior to the first use of the development and thereafter retained and maintained in situ.

Reason - In the interest of ensuring the air source heat pumps are installed and to ensure that they are appropriate in terms of visual amenity pursuant to policies SP1, EN1, EN6 and DM1 of the Manchester Core Strategy (2012).

Informatives

1. The applicant is advised that any requirements for licensing, hoarding / scaffolding, skips and any associated temporary traffic management arrangements will need discussion and agreement with the council's Highway Network Management teams via Email - highwaylicences@manchester.gov.uk highwaynetworkmanagement@manchester.gov.uk
2. Construction works shall be confined to the following hours:
 - Monday - Friday: 7.30am - 6pm • Saturday: 8.30am - 2pm • Sunday / Bank holidays: No work
3. Hedgehogs and amphibians hibernate between October and March and use wood piles and other materials/vegetation for cover. It is therefore suggested that in the interest of best practice, between October and March any wood piles or other suitable materials and vegetation within the area should be checked for hibernating hedgehogs/amphibians before disturbance/clearance. If hedgehogs/amphibians are found at any time during works they should be moved to a safe place outside of the working area where they will be safe from predators.
4. 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.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Parks & Events
MCC Flood Risk Management
MCC Supported Housing Monitoring Group
Greater Manchester Police
United Utilities Water PLC
Greater Manchester Ecology Unit

135 Plant Hill Road, Manchester, M9 6WQ
8 Jurby Avenue, Manchester, M9 6NG
6 Jurby Avenue, Manchester, M9 6NG
9 Jurby Avenue, Manchester, M9 6NQ
17 Jurby Avenue, Manchester, M9 6NQ
16 Jurby Avenue, Manchester, M9 6NG
15 Jurby Avenue, Manchester, M9 6NQ
14 Jurby Avenue, Manchester, M9 6NG
12 Jurby Avenue, Manchester, M9 6NG
11 Jurby Avenue, Manchester, M9 6NQ
10 Jurby Avenue, Manchester, M9 6NG
27 Jurby Avenue, Manchester, M9 6NQ
21 Jurby Avenue, Manchester, M9 6NQ
19 Jurby Avenue, Manchester, M9 6NQ
25 Jurby Avenue, Manchester, M9 6NQ
23 Jurby Avenue, Manchester, M9 6NQ
Wardends Bugalow, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
129 Plant Hill Road, Manchester, M9 6WQ
123 Plant Hill Road, Manchester, M9 6WQ
119 Plant Hill Road, Manchester, M9 6WQ
Flat 9, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 7, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 5, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 2, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 30, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 28, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 25, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 23, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 21, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 19, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 16, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
5 Jurby Avenue, Manchester, M9 6NQ
133 Plant Hill Road, Manchester, M9 6WQ
18 Strain Avenue, Manchester, M9 6PS
Flat 1, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 10, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
109 Plant Hill Road, Manchester, M9 6NP
143 Plant Hill Road, Manchester, M9 6WQ
139 Plant Hill Road, Manchester, M9 6WQ
14 Strain Avenue, Manchester, M9 6PS
131 Plant Hill Road, Manchester, M9 6WQ
8 Strain Avenue, Manchester, M9 6PS

20 Strain Avenue, Manchester, M9 6PS
10 Strain Avenue, Manchester, M9 6PS
4 Jurby Avenue, Manchester, M9 6NG
2 Jurby Avenue, Manchester, M9 6NG
6 Strain Avenue, Manchester, M9 6PS
4 Strain Avenue, Manchester, M9 6PS
2 Strain Avenue, Manchester, M9 6PS
16 Strain Avenue, Manchester, M9 6PS
7 Jurby Avenue, Manchester, M9 6NQ
3 Jurby Avenue, Manchester, M9 6NQ
1 Jurby Avenue, Manchester, M9 6NQ
105 Plant Hill Road, Manchester, M9 6NP
103 Plant Hill Road, Manchester, M9 6NP
101 Plant Hill Road, Manchester, M9 6NP
107 Plant Hill Road, Manchester, M9 6NP
127 Plant Hill Road, Manchester, M9 6WQ
125 Plant Hill Road, Manchester, M9 6WQ
121 Plant Hill Road, Manchester, M9 6WQ
141 Plant Hill Road, Manchester, M9 6WQ
137 Plant Hill Road, Manchester, M9 6WQ
117 Plant Hill Road, Manchester, M9 6WQ
115 Plant Hill Road, Manchester, M9 6WQ
113 Plant Hill Road, Manchester, M9 6WQ
Flat 14, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 12, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 11, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 8, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 6, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 4, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 3, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 31, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 29, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 27, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 26, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 24, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 22, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 20, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 18, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 17, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
Flat 15, Harry Piggott Court, 145 Plant Hill Road, Manchester, M9 6WQ
12 Strain Avenue, Manchester, M9 6PS
111 Plant Hill Road, Manchester, M9 6WQ

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 -
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Area Team Boundary - Name: NORTH AREA