

Planning

Growth & Development

Delegated officer report for planning application

Application no. 138437/FO/2023

Date registered valid: 11 December 2023

Proposal: Erection of 9 dwellinghouses (Class C3) with associated landscaping, car parking and access road.

Address: Land Adjacent to the footpath at the terminus of Kenyon Lane and Duncombe Drive, Manchester

Ward(s): Moston Ward

Applicant: Natalie Weatherill, Jigsaw Homes North

Agent (if any): Jessica Ward Bernard Taylor Partnership Ltd

Case officer: Steven McCoombe
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Recommendation: Approve

Date of recommendation: 31 January 2024

Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 12 January 2024

Standard consultations:

Printed: 4 January 2024 Expired: 25 January 2024

Neighbour notifications

Printed: 4 January 2024 Expired: 25 January 2024

Site notice

Posted: 12 January 2024 Expired: 2 February 2024

Press advert

Published: 9 January 2024 Expired: 23 January 2024

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The application site is located off Kenyon Lane and is roughly triangular in shape, measuring 0.38 hectares in area.

The site can be accessed from both Kenyon Lane and from the terminus of Dunscombe Drive. The site is currently vacant and comprises an open grassed area enclosed by low-level, post and rail fencing.



View from the Kenyon Lane

The site is bounded to the north by the road frontage of Kenyon Lane and two storey houses opposite, the gable ends of residential properties along Kenyon Lane and Duncombe drive and the rear of residential properties along Faversham Street to the west and open space and tree

coverage to the east, associated with Lightbowne Country Park. Further to the east is Newton Heath Train Maintenance Depot.

Historical records indicate that there used to be housing on the site from 1906 until 1975 when it was subsequently demolished.

During the site visit, it was evident that the site has been used for fly-tipping.

Procedural

The proposed development represents a revised scheme due to the Council's concerns surrounding the site layout and the organisation of parking spaces. Due to minor nature of the changes, it was not considered necessary to reconsult.

Listed building: Not applicable

Conservation area: No

Tree Preservation Order: No

Description of area

The immediate area is characterised by a mixture of two storey terraced and semi-detached dwellinghouses. To the west lies an area of natural or semi-natural open space associated with Lightbowne Country Park.



Aerial view of the triangular shaped site (extract from Google Maps)

Description of development

Planning permission is sought for the erection of 9 x 2 storey dwellinghouses comprising 5no. 2-bedroom 4- person, and 4no. 3-person 5-person units within 2 short terraces and a single pair of semis.

A new access road and shared surface zone would provide access to the 5 of the properties towards the rear of the site, with a terrace of 4 properties fronting Kenyon Lane.

Each property includes an off-road parking space and front and rear garden areas.

The applicant Jigsaw Homes is a registered social landlord and therefore it recognised that the dwellinghouses would be offered on an affordable basis.

Consultations & Notification Responses

Local Residents/Occupiers – No representations received.

Highway Services – No objection. The following comments are made:

Trip Generation and Junction Capacity

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 5 two-way vehicle movements are anticipated in the AM peak and PM peak period. 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.

Highway Safety

The TfGM accident database has been reviewed for the most recent five-year period. The site area covers the immediate area around the site and includes Kenyon Lane and its junction with Faversham Street. The analysis shows that over the five-year period there have been no incidents recorded in the study area. Based on this assessment Highways have no concerns about highway safety issues.

Site Accessibility

The site is well accessed by sustainable modes. Regular bus services are routed along Lightbourne Road and provide connections to Alkington, Higher Crumpsall, Moston, Ashton-under-Lyne and Piccadilly Gardens. The closest Metrolink facility is located at Newton Heath & Moston and provides connections to East Didsbury, Shaw & Crompton and Rochdale Town Centre.

Parking and Access

Access to the proposed site will be via a new priority junction from Kenyon Lane. The TA confirms that the proposed junction geometry will have 5.5 metre wide carriageway, 2 metre wide footway on both sides of the access road, 4.5 metre corner radii and the proposal would extend the footway from the existing termination point along the site frontage. The footway along the site frontage on Kenyon Road should be 2 metres wide and confirmation is requested on whether the applicant will be looking to adopt this footway. If adoption is required, the highway will need to be carried out under a S38 Agreement (Highways Act 1980) to ensure that all elements of new highway infrastructure are constructed to acceptable and adoptable standards. Should the planning application be approved, the applicant will be required to enter into a Section 278/184 agreements for the alterations to the existing highways, and for construction of the proposed vehicular access and dropped kerbs on Kenyon Lane. The parking provision is acceptable.

EV charging

It is required, in line with MCC Residential Guidelines, the provision of an Electrical Vehicle charging point (minimum 7kW) should be made available.

Cycle Parking

Secure and sheltered cycle parking provision should be made, within the curtilage of the site, at a provision of one-per-unit. The TA and plans confirm that each dwelling will be provided with a cycle store. This is acceptable.

Boundary Treatment

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.

Servicing

Designated refuse storage has been accommodated for each individual dwelling within the curtilage of the site. Highways consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway. Houses fronting Kenyon Lane will have bins collected from Kenyon Lane as per the existing arrangement for the existing properties. The rear properties would have bins collected from the proposed turning head within the site boundary. The plans demonstrate that both vehicles can enter, manoeuvre and egress the site safely. This is acceptable.

Construction Management

A Construction Management Plan should be provided by the applicant prior to any construction works beginning.

Environmental Health – No objection. Conditions are advised with respect to external equipment, construction management, external equipment, ground conditions and EV charging. The submitted waste management strategy is considered acceptable.

Greater Manchester Ecology Unit (GMEU) - The main ecological issue is mitigation for the loss of low ecological value grassland. Other potential issues relating to nesting birds and mammals can be dealt with via condition.

Planning History

115903/VO/2017

CITY COUNCIL DEVELOPMENT Erection of 10 no. two storey residential dwellings with associated car parking, landscaping, boundary treatments and new access road. Approved 19 July 2017.

Policy

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

Policy DM1 (Development Management) states that new development should have regard to more specific issues for which more detailed guidance may be given within supplementary planning documents. Issues include: the appropriate siting and appearance of development, the impact upon the surrounding area, the effects on amenity, accessibility, community safety and crime prevention, health, the adequacy of internal accommodation and amenity space and refuse storage/collection.

Policy H1 (Overall Housing Provision) states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors. New housing will be predominantly in the North, East, City Centre and Central Manchester, these areas falling within the Regional Centre and Inner Areas of Manchester.

The policy goes on to state that that new residential development should take account of the need to:

- Contribute to creating mixed communities by providing house types to meet the needs of a diverse and growing Manchester population;
- Reflect the spatial distribution set out above which supports growth on previously developed sites in sustainable locations and which takes account of the availability of developable sites in these areas;
- Contribute to the design principles of Manchester LDF including in environmental terms. The design and density of a scheme should contribute to the character of the local area. All proposals should make provision for appropriate usable amenity space. schemes should make provision for parking cars and bicycles (in line with policy T2) and the need for appropriate sound insulation;
- Prioritise sites which are in close proximity to centres of high frequency public transport routes;
- Be designed to give privacy to both its residents and neighbours.

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

Developers should take advantage of these opportunities by:-

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

The proposal will comply with the densities identified within this policy and bring about significant regeneration in an area identified for change.

Policy H3 (North Manchester) – relates to new housing in north Manchester and states that over the lifetime of the Core Strategy, north Manchester will accommodate around 20% of new residential development. Priority will be given to family housing and other high value, high quality development where this can be sustained. High density housing will be permitted within or adjacent to the parts of North Manchester that fall within the Regional Centre (Strangeways and Collyhurst area) and within Cheetham Hill and Harpurhey district centres as part of mixed-use schemes, as well as along high frequency public transport routes.

Policy H8 (Affordable Housing) states affordable housing contributions will be considered of 0.3 hectares and 15 units or more.

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

character and context, continuity, and enclosure, ease of movement, quality of the public realm, diversity, legibility and adaptability.

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

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

Policy EN10 (Safeguarding Open Space and Recreation Facilities) - The Council will seek to retain and improve existing open spaces, sport and recreation facilities to the standards set out above and provide a network of diverse, multi-functional open spaces. Proposals will be

supported that: improve the quality and quantity of accessible open space, sport and recreation in the local area provide innovative solutions to improving the network of existing open spaces, increase accessibility to green corridors, and enhance biodiversity improve access to open space for disabled people Proposals on existing open spaces and sport and recreation facilities will only be permitted where: Equivalent or better replacement open space, sport or recreation facilities will be provided in the local area; or The site has been demonstrated to be surplus for its current open space, sport or recreation function and the City wide standards set out above are maintained, and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area; or The development will be ancillary to the open space, sport or recreation facility and complement the use or character

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

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

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

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

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

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

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

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

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

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

The Guide to Development in Manchester (SPD)

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

Manchester Residential Quality Guidance (2016)

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

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

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

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

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

The Greater Manchester Strategic Housing Market Assessment (SHMA) (April 2021)

This document forms part of the evidence base for PfE and provides the most up-to-date published evidence with regard to housing needs across Greater Manchester.

In terms of affordable housing, the SHMA identifies a net annual affordable housing need of 1,810 dwelling in Manchester.

Manchester Climate Change Framework 2020 - 2025

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

National Planning Policy Framework

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

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

Sections 4, 5, 11 and 12 are considered relevant to the consideration of this application.

Other material considerations

Places for Everyone Plan - The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan. To date, five consultations have taken place in relation on the Plan. The Examination of Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation. The City Council's Executive committee, on the 4 October 2023, has now agreed the Main Modification and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023. Once the consultation has been complete, the representations received will be forwarded to the Examination team managing the Plan. The Inspectors will consider all the representations made on the proposed Modifications before finalising the examination report. Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies is now a material planning consideration in the determination of planning application in Manchester. The Plan and its policies must therefore be given considerable weight in the planning balance. The Plan identifies the essential aspect of the efficient and effective use of land with the preference to be given to making as much use as possible of suitable previously developed brownfield land and vacant buildings when meeting development needs. Securing higher densities in the most accessible locations is identified as helping to maximise the ability of people to travel by walking, cycling and public transport and reduce the reliance on the car. The universities and knowledge economy, with a high concentration on the Oxford Road Corridor is identified as an internationally important location and asset.

Issues

Principle

The principle of the proposed development is considered acceptable and would comply with relevant planning policy and guidance.

The proposed development would make efficient use of previously developed land, whilst contributing to local and national residential growth objectives.

The proposed development is situated within a highly sustainable location with good accessibility to public transport and where close where existing resources and infrastructure can be shared.

The proposed design is of a good quality and the development would deliver significant economic, social and environmental benefits, including affordable accommodation, job creation during construction and provide a catalyst for further regeneration in the area.

Whilst the loss of open space and trees is regrettable, the site was once occupied by housing up until the 1970s. The provision of much needed affordable housing is considered to outweigh concerns surrounding the loss of this green space which is not of high quality and can be off set through the incorporation of a quality landscaping scheme, garden areas and replacement tree planting.

Specific planning issues are set out below.

Loss of Open Space

Policy EN10 of the Core Strategy states proposals on existing open space will only be permitted where the site has been demonstrated to be surplus to its current open spaces, sport or recreation facility and it could not fulfil other unsatisfied open space, sport or recreation needs, and a proposed replacement will remedy a deficiency in another type of open space, sport or recreation facility in the local area.

The site has been identified as natural or semi natural open space within the Council's City Wide Open Spaces, Sport & Recreation Study. In the north area of the City the study identifies that for this type of provision there is a surplus of around 174.5 hectares. Therefore, the proposal is acceptable in terms of policy EN10 as it has been shown to be surplus and it should also be noted that the southern parts of the site would remain as natural or semi-natural space.

Site Layout

The proposal would provide 9. two storey dwellinghouse arranged to respond to the shape of the site and comprises a single pair of semi-detached dwellings fronting Kenyon Lane and terrace of 3 and 4 dwellinghouses towards the rear of the site, following construction of a new access road.



Proposed site layout

The site incorporates both front and rear gardens and an off-road car parking space for each unit.

The layout is interspersed with tree planting, landscaping and private garden areas for each dwellinghouse and a communal landscaped strip for amenity value to the western perimeter.

The proposed layout includes a small area of shared space at the terminus of the access road to provide a transitional, pedestrian friendly link to the cluster of 5 dwelling units beyond. A condition is recommended in order to agree details of the layout in order to demonstrate that the pedestrian environment contains safe areas away from traffic for all users including those with mobility issues and those who are visually impaired.

It is believed that the proposed arrangement maximises the development potential of the site and would provide a decent environment that responds sympathetically to the character and appearance of the area and adjoining buildings.

Design, Scale and Appearance

Policy EN1 of the Core Strategy and the Guide to Development in Manchester SPD seek to ensure that scale of new development is informed by its context. Residential development of an appropriate scale is also echoed within the Manchester Residential Quality Guidance, as new development should consider and appreciate the existing context and character of the area.

The surrounding area is characterised as mostly two storey brick built with gabled end roofs and some contain small dormer windows.

The applicant is seeking permission to erect properties that would be two storey with hipped roofs, the simple elevational design and materials are considered to be consistent with the surrounding area and would not introduce adverse effects into the nearby street-scene by reason of their design, scale or appearance. A mixture of 3 different houses types are proposed, all of which would provide a high degree of consistency in terms of elevational design.

In terms of external materials, the material choices would be in keeping with the streetscape and comprise a combination of red and buff brick facing brick elevations, grey concrete roof tiles and light grey coloured UPVC doors and window frames.

The elevations of the buildings are characterised by detailing within the brickwork to add visual interest. The main entrance to each townhouse is set beneath recessed areas.

It is considered that on balance, the appearance of the proposed development would result in a cohesive, high-quality design which maintains the character of the street-scene and would integrate effectively and sympathetically into its surroundings.

Residential Amenity

Given the surrounding context which is largely residential in character, the introduction of a residential use and the modest number of units proposed is considered unlikely to have any significant, harmful impact to the nearest residential occupiers in terms of levels of activity, noise or disturbance.

Due to the scale of the proposed buildings, their relationship and interface distance with neighbouring buildings, there are no residential properties that would be unduly impacted in terms of the physical presence of the buildings in terms of overlooking, over-dominance or overshadowing.

The proposal provides sufficient spacing between neighbouring buildings to maintain a reasonable interface distance. It is not therefore considered that the distance between habitable windows would give rise to harmful overlooking or any subsequent loss of privacy. The impact is further lessened given there is an existing public footpath that separates the application site from the existing properties to the west.

Affordable Housing

Policy H8 of the Core Strategy requires that consideration be given to the provision of affordable housing within all new residential developments on sites of 0.3 hectares and above or where 15 or more units are proposed for development to contribute to the City-wide target for 20% of new housing provision to be affordable. In this case, all properties are to be operated by a registered provider on an affordable basis.

Accessibility

The proposed buildings would comply with Part M of the Building Regulations. The units themselves are of a good size, adhere to the Council's Approved Space Standards and offer a good level of circulation space internally.

Waste Management

The application has been accompanied by a waste management strategy which indicates that an appropriate number of receptacles and recycling arrangements would be provided, together with details of collection.

Each dwellinghouse is to include a waste storage area for all waste streams, accessed from either the shared surfaced zone or from Kenyon Lane.

A proposed turning head along the access road would allow refuse vehicles to safely enter and leave the site in forward gear. Environmental Health and Highways have confirmed that the

proposed arrangement is satisfactory. A condition to ensure the submitted strategy is adhered to, is included.

Highway Impact

The City Council does not prescribe parking standards for residential properties, however policy DM1 requires consideration to be given for car parking and policy T2 states that all new development should provide appropriate car parking facilities.

In this case, each property would benefit from one off road car parking in the form of a driveway or designated space.

Highway services do not envisage that the proposal would generate a significant increase in the level of vehicular trips and therefore does not raise any network capacity issues. It also considered that the level of off-road car parking is sufficient for the proposed dwellings.

The applicant has also demonstrated that a refuse vehicle can manoeuvre within the new access road and turning head off to be created off Kenyon Lane. Highways are satisfied with this arrangement.

The off-road parking is to be supplemented by cycle parking provision, with each dwelling to have a cycle store within the private garden area.

In light of the above and on balance, the impact upon the operation of the highway and to highway safety is considered satisfactory.

Boundary Treatment

Boundary treatment to the property frontages and rear comprise brick walls with brick piers incorporating metal railings between. Timber fencing would separate the garden areas. It is considered that this design and arrangement would assimilate effectively into the wider street-scene and would provide a high-quality means of enclosure.

Trees and Landscaping – The submitted tree survey reveals a total of two individual off-site trees, one group of off-site trees and one area of on-site woodland. One tree and the woodland were identified as retention category B (moderate quality), one group was identified as retention category C (low quality) and one tree was assessed as being unsuitable for retention (category U).

The only trees located within the red-line boundary of the site are within the plantation woodland indicated as W1 within the submitted survey. This woodland extends along the southern edge of the site and is part of a larger woodland associated with Lightbowne Country Park.

The canopy of the section of woodland within the site boundary consists of Aspen and Crack Willow, with occasional Alder, Ash, Cherry, Common Lime and Maple. Other broadleaved trees are present in small amounts. Young self-seeded Aspen is present along the majority of the boundary where the woodland meets the grassland. 21 Nearby off-site trees include an Ash in poor health which is unsuitable for retention; a second Ash tree (T2) and a small group of young self-seeded Sycamore and Ash trees within an area of Cherry Laurel.

The proposal includes replacement planting of 15 trees to be planted within the curtilage of the properties.

Appropriate conditions have been attached to ensure the protection of retained trees adjoining the site, and it is recommended that a further condition is attached to ensure that the proposed level or replacement trees together with the species is appropriate for the site.

On this basis, the impact to tree is considered satisfactory.

Ecology

Greater Manchester Ecology Unit (GMEU) have concluded that the site is of low ecological value and no significant ecological constraints were identified in the ecological report. The only ecological issue is the level of mitigation required for the loss of a small area of amenity grassland and semi-mature trees associated with bird nesting potential.

The proposed condition landscaping scheme would address these matters and would mitigation planting within the site.

A condition is included which requires bio-diversity enhancement as part of the proposal, as part of an updated landscaping strategy. This would in turn represent an improvement beyond existing conditions in terms of the quality of provision.

Further conditions have been included to the protection of retained trees, ensuring root protection areas are not compromised and that tree work is undertaken in accordance with British standards.

Environmental Standards

City Council policy requires that developers focus on achieving low carbon and energy efficient developments and therefore development should be expected to demonstrate its contribution to these objectives.

A condition is included which requires the submission and agreement of an Environmental Standards Statement and a subsequent Verification Report, to ensure the measures outlined within the required statement are implemented.

Flood Risk and Drainage

The site is not located within a designated flood zone; however, surface water drainage is an important consideration especially to mitigate any impact of the development. Conditions are attached requiring the submission of details of a sustainable drainage system and its subsequent maintenance.

Climate Change

As the proposal would result in a modest number of additional of residential units within the context of a predominantly residential environment, the impact upon climate change is considered less than substantial.

The proposed development would result in an appropriate density for this location and given the surrounding context, the impact upon climate change is considered less than significant.

The site is located adjacent an existing road frontage and is therefore unlikely to result in any significant or harmful contribution to air quality or climate change as a consequence of vehicular movements or ongoing activity due to the low number of anticipated vehicular trips.

Whilst there would be some limited impact upon air quality during the construction phase, the impact during the operational phase of the development post implementation, is not considered significantly harmful. Through effective mitigation and construction management during the construction phase, the impact upon air quality can be further controlled.

The development would require the provision of a number of electric car charging points, cycle storage. Such measures will serve to limit the impact the upon climate change. The development would also be required to incorporate energy efficient measures as part of the development to be confirmed within an Environmental Standards Statement.

On this basis, it is not believed that the impact to climate change should form a barrier to redevelopment of the site for the proposed use.

Construction Management

To ensure construction is effectively controlled and to prevent any disruption to existing occupiers in the area, or along key routes throughout this part the city, a condition is included which requires the submission and approval of a construction management/demolition plan which details amongst other matters, working practices, working hours, dust suppression, the parking of construction vehicles and the removal of waste.

Crime and Security

The site is subject to fly tipping and shows signs of anti-social behaviour taking place. The proposed development would enliven the site and takes account of natural surveillance, avoidance of concealed areas and secure boundary treatment. The proposed design would be subject to a series of physical security enhancements being incorporated would be required to achieves 'Secured by Design' accreditation. An appropriate condition has been included.

Conclusion

The proposed development would make effective use of the site and provide decent quality, affordable residential accommodation, adding to the diversity of housing in the city within a highly accessible, sustainable location and would contribute to local and national residential growth objectives. The proposed development is in line with the aspirations of national and local planning policies which seek to boost the supply of housing and is entirely consistent with relevant, overarching planning policy. On this basis, taking all factors into account and with reference to issues outlined within this report, the proposed development is considered acceptable.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application.

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

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

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

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

Drawings referenced 100/1, 102/1, 103/1, 155, 156, 157, 162/3, 165/2, 167/3 and 168/3 received by the City Council as Local Planning Authority on 30 October 2023 and drawings referenced 106/5, 107/5, 105/18, 110/3 and 104/6, received by the City Council as Local Planning Authority on 25 January 2024.

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

3) Prior to the commencement of above ground development, all materials to be used on all external elevations of the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include the submission of samples (including a panel) and specifications of all materials to be used on all external elevations of the development along with jointing and fixing details, vents.

The approved materials shall then be implemented as part of the development.

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.

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

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

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

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

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

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

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

5) Notwithstanding details submitted, prior to commencement of development (excluding demolition) a scheme for surface water drainage works in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details shall be submitted to and approved in writing by the City Council as Local Planning Authority. The approved drainage system shall be implemented in accordance with the approved detailed design, prior to the use of the building commencing.

In order to avoid/discharge the above drainage condition the following additional information has to be provided:

- A finalised drainage layout showing all components, outfalls, levels and connectivity, including connectivity to the public sewer and compliance with easements where applicable;
- Hydraulic calculation of the proposed drainage system consistent with the finalised drainage layout; including evidence that the drainage system has been designed (unless an area is

designated to hold and/or convey water as part of the design) so that flooding does not occur during a 1 in 100 year rainfall event with allowance for 45% climate change in any part of a building;

- Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland

flow routes with regards to the properties on site and adjacent properties off site.

- Construction details of flow control and SuDS elements.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution, pursuant to policies EN8 and EN14 of the Manchester Core Strategy.

6) The development hereby approved shall not be occupied until details of the implementation, maintenance and management of a sustainable drainage scheme have been submitted to and approved by the Local Planning Authority. The scheme shall be implemented and thereafter managed and maintained in accordance with the approved details. Those details shall include:

- A 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 prevent the increased risk of flooding, to improve and protect water quality and ensure future maintenance of the surface water drainage system, pursuant to policy EN17 of the Manchester Core Strategy.

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

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

8) No construction works or vegetation clearance shall take place during the optimum period for bird nesting (1st March - 31st August inclusive) unless nesting birds have been shown to be absent, or, a method statement for the demolition including for the protection of any nesting birds is agreed in writing by the City Council, Local Planning Authority. Any method statement shall then be implemented for the duration of the demolition works.

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

9) Notwithstanding details submitted, prior to above ground works for the development hereby approved, a scheme for the enhancement of the site for biodiversity purposes shall be submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed scheme shall be implemented in accordance with a timescale to be agreed and retained and maintained thereafter.

Reason -To mitigate the loss of vegetation and to promote bio-diversity, pursuant to policy EN15 of the Manchester Core Strategy and the National Planning Policy Framework (NPPF).

10) (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than those identified with the Tree Survey (Rev C) produced by LM Ecology, received by the City Council as Local Planning Authority on 30 October 2024.

(b) 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.

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

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

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

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

13) The development hereby approved shall only be implemented in accordance with the boundary treatment detailed on drawings referenced 105/18 and 104/6, received by the City Council as Local Planning Authority on 25 January 2025. The boundary treatment/gates shall be completed before any of the houses hereby approved are occupied. The development shall be carried out in accordance with the approved details and shall thereafter be retained.

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

14) Prior to the first occupation of the development hereby approved, full details of electric car charging points shall be submitted for approval in writing by the City Council, as Local Planning

Authority. The approved details shall then be implemented as part of the development and be in place prior to the first occupation of the apartments and retained thereafter.

Reason - In the interest of air quality pursuant to policy EN16 of the Manchester Core Strategy.

15) The development hereby approved shall include a scheme for the illumination of external areas during the period between dusk and dawn. Prior to the first occupation of each phase (save for the enabling works phase), full details of such a scheme for that phase shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved scheme shall be implemented in full prior to the first occupation of each phase and shall remain in operation for so long as the development is occupied.

Reason - In the interests of amenity, crime reduction and the personal safety of those using and ensure that lighting is installed which is sensitive to the bat environment the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Manchester Core Strategy.

16) If any external lighting at the development hereby approved, when illuminated, causes glare or light spillage which in the opinion of the Council as local planning authority causes detriment to adjoining and nearby residential properties, within 14 days of a written request, a scheme for the elimination of such glare or light spillage shall be submitted to the Council as local planning authority and once approved shall thereafter be retained in accordance with details which have received prior written approval of the City Council as Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy.

17) Notwithstanding details submitted, no part of the development hereby approved shall be occupied until full details of the space and facilities for bicycle parking have submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed cycling parking space and facilities shall be implemented as part of the development and retained thereafter.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with policies SP1, T1 and DM1 of the Manchester Core Strategy.

18) Prior to above ground development commencing, an Environmental Standards Statement shall be submitted to, and approved in writing by, the City Council, as Local Planning Authority. The statement shall demonstrate measures to be incorporated into the development to achieve energy efficiency and approved measures shall be implemented in the construction of the approved development.

Reason - In order to minimise the environmental impact of the development, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and the National Planning Policy Framework.

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

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

19) The development hereby approved shall only be implemented in accordance with the waste management strategy and details shown on the site layout plan referenced 105/18, received by the City Council as Local Planning Authority on 11 December 2023 and 25 January 2024, respectively. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation. No bins shall be stored outside the curtilage of the site other than on the day of collection.

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

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

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 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.

21) The development hereby approved shall not be occupied until a Landscape Maintenance Plan for the upkeep of the communal/incidental areas of open space, shown on drawing referenced 105/18, received by the City Council as Local Planning Authority on 25 January 2024, has been submitted to and agreed in writing by the City Council as Local Planning Authority. The agreed Landscape Maintenance Plan shall be implemented as part of the development and shall remain in operation for the lifetime of the development.

Reason - To prevent neglect of communal areas of landscaping and in the interest of visual amenity, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and to reflect guidance contained within the National Planning Policy Framework (NPPF).

22) Prior to first occupation of the development hereby approved, full details of all necessary off-site highway works to be implemented via a S.278 agreement, shall be submitted to and approved in writing by the City Council as Local Planning Authority and be implemented in accordance with a timescale to be agreed by the City Council as Local Planning Authority. Such works should include:

- The creation of a vehicular access and dropped kerbs on Kenyon Lane;

- The provision of a footway or necessary resurfacing of the footway adjacent to the site on Kenyon Lane.

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

Reason - In the interests of highway safety, pursuant to Policies DM1 and SP1 of the Manchester Core Strategy.

23) Notwithstanding details submitted, no above ground works shall take place until full details of the internal access road shared surface/home zone, shall be submitted to and agreed in writing by the City Council as Local Planning Authority. Details shall include material, colouration and texture of the surface, pedestrian safety measures and details of kerb upstands. The development shall only take place in accordance with the agreed details.

Reason - In the interests of amenity and highway safety, pursuant to policies DM1 and SP1 of the Manchester Core Strategy and National Planning Policy Framework (NPPF).

24) The development hereby approved shall be implemented in accordance with the details contained with the approved Phase I Preliminary Risk Assessment prepared by Curtins (Ref: 077873-CUR-00-XX-RP-GE-019 - VO1) received by the City Council as Local Planning Authority on 10 May 2021 and received by the City Council as Local Planning Authority on 30 October 2023.

Notwithstanding these details and the details contained within the Phase 2, Geo Environmental Site Assessment, prepared by E3P (Ref: 16-717-R1-1), dated September 2023 an updated Phase 2 report outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy) shall be submitted to and approved in writing by the City Council as Local Planning Authority prior to the commencement of development. The development shall only be implemented in accordance with the agreed details.

Reason - Further investigation is required in the area of dense vegetation/woodland which currently runs through the centre of the site and as ground gas monitoring at the site has not been completed. To ensure that the presence of or the potential for any contaminated land and/or groundwater is detected and appropriate remedial action is taken in the interests of public safety, pursuant to policies DM1 and EN18 of the Manchester Core Strategy.

25) When the development commences, the development shall be carried out in accordance with a previously agreed Remediation Strategy and a Completion/Verification Report shall be submitted to and approved in writing by the City Council as local planning authority. No occupation of the development shall take place until the completion/verification report is submitted to and approved 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 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 DM1 and SP1 of the Manchester Core Strategy.

26) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification) none of the residential units hereby approved shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning

(Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2020, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of C3(a).

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

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

Reason - 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.

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

Reason - To prevent over development and to protect the amenity of nearby residential occupiers, pursuant to policies DM1 and SP1 of the Manchester Core Strategy.

29) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 or any legislation amending or replacing the same, no windows or doors shall be inserted within the exterior of the dwellinghouse hereby approved, other than that expressly authorised by the granting of this planning permission.

Reason - In the interests of residential amenity, since any additions to the approved dwelling may adversely impact upon visual amenity or the amenity of neighbouring occupiers, pursuant to Policies DM1, EN3 and SP1 of the Manchester Core Strategy.

Appendix 1 – List of consultees & neighbours notified

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

3 Duncombe Drive, Manchester, M40 5FB
1 Duncombe Drive, Manchester, M40 5FB
240 Kenyon Lane, Manchester, M40 5EH
27 Faversham Street, Manchester, M40 5AR
25 Faversham Street, Manchester, M40 5AR
23 Faversham Street, Manchester, M40 5AR
21 Faversham Street, Manchester, M40 5AR
19 Faversham Street, Manchester, M40 5AR
17 Faversham Street, Manchester, M40 5AR
29 Faversham Street, Manchester, M40 5AR
15 Faversham Street, Manchester, M40 5AR
11 Faversham Street, Manchester, M40 5AR
9 Faversham Street, Manchester, M40 5AR
236 Kenyon Lane, Manchester, M40 5EH
234 Kenyon Lane, Manchester, M40 5EH
6 Crofter's Hall Walk, Manchester, M40 5ED
8 Faversham Street, Manchester, M40 5EL
10 Faversham Street, Manchester, M40 5EL
258 Kenyon Lane, Manchester, M40 5EH
252 Kenyon Lane, Manchester, M40 5EH
4 Faversham Street, Manchester, M40 5EL
20 Faversham Street, Manchester, M40 5EL
7 Neilston Avenue, Manchester, M40 5HD
10 Crofter's Hall Walk, Manchester, M40 5ED
8 Crofter's Hall Walk, Manchester, M40 5ED
4 Crofter's Hall Walk, Manchester, M40 5ED
2 Crofter's Hall Walk, Manchester, M40 5ED
16 Faversham Street, Manchester, M40 5EL
263 Kenyon Lane, Manchester, M40 5FH
238 Kenyon Lane, Manchester, M40 5EH
8 Neilston Avenue, Manchester, M40 5HD
6 Neilston Avenue, Manchester, M40 5HD
5 Neilston Avenue, Manchester, M40 5HD
254 Kenyon Lane, Manchester, M40 5EH
273 Kenyon Lane, Manchester, M40 5FH
271 Kenyon Lane, Manchester, M40 5FH
269 Kenyon Lane, Manchester, M40 5FH
267 Kenyon Lane, Manchester, M40 5FH
265 Kenyon Lane, Manchester, M40 5FH
6 Faversham Street, Manchester, M40 5EL
14 Faversham Street, Manchester, M40 5EL
12 Faversham Street, Manchester, M40 5EL
262 Kenyon Lane, Manchester, M40 5EH

260 Kenyon Lane, Manchester, M40 5EH
256 Kenyon Lane, Manchester, M40 5EH
24 Faversham Street, Manchester, M40 5EL
22 Faversham Street, Manchester, M40 5EL
2 Faversham Street, Manchester, M40 5EL
18 Faversham Street, Manchester, M40 5EL
10 Leyton Avenue, Manchester, M40 5HT
9 Leyton Avenue, Manchester, M40 5HT

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) -
Susceptible to Surf Water Flood (Middle) -
Susceptible to Surf Water Flood (More) -
Area Team Boundary - Name: NORTH AREA