

Planning

Growth & Development

Delegated officer report for planning application

Application no. 131045/FO/2021

Date registered valid: 20 September 2021

Proposal: Erection of a three storey building to for 24 apartments (Use Class C3a) together with erection of 50, two storey dwellinghouses (Use Class C3a) with associated external works, car parking, landscaping and other associated works

Address: Former Whitehouse Club , Middleton Road, Manchester, M8 4JZ

Ward(s): Crumpsall Ward

Applicant: Dappa Homes Ltd

Agent (if any): Mr Matthew Gray Grays Architecture Ltd

Case officer: Jennifer Atkinson
Tel: 0161 234 4517
Email: jennifer.atkinson@manchester.gov.uk

Recommendation: Approve

Date of recommendation:

Application details

Type of application: Full Application Consent

Development type: Major Dwellings

Date of site visit:

Standard consultations:

Printed: 28 September 2021

Expired: 19 October 2021

Neighbour notifications

Printed: 28 September 2021

Expired: 19 October 2021

Site notice

Posted:

Expired:

Press advert

Published: 5 October 2021

Expired: 26 October 2021

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

To the rear of the Whitehouse club social club are former playing fields which were last known to be used in 2006.

The site is accessed by Middleton Road to the eastern boundary of the site which is surrounded on all sides by residential properties. The properties which lie to the north and west of the site are two storey in nature whilst the properties to the south are a mixture of low rise apartment building.

Listed building: Not applicable

Conservation area:

Tree Preservation Order:

Description of area

Generally the surrounding area is characterised by two storey residential properties; those on Windsor Crescent, Whitehouse Avenue and Edenfield Road are all two storey semi-detached properties. The properties to the south are low rise apartments no greater than 3-4 storeys

The site is situated immediately adjacent to the administrative boundary of Bury Metropolitan Borough Council which bounds the site to the west and north.

There are numerous trees around the perimeter and within the centre of the site which form a mature landscape and buffer to the surrounding residential properties that abut the site boundaries.

Middleton Road is a major arterial road route connecting this part of north Manchester to the City Centre. Heading northwards along Middleton Road is a junction with the M60 outer ring road. The site is well connected to local amenities being within a short walk to Bowker Bank Metrolink stop together with a 15 minutes walk to Heaton Park.

Description of development

The proposal is for the erection of a three storey building to for 24 apartments (Use Class C3a) together with erection of 50, two storey dwellinghouses (Use Class C3a) with associated external works, car parking, landscaping and other associated works.

Outline planning permission was granted in 2019 for of 74 residential dwellinghouses. There have been no reserved matters submissions associated with this permission (115468/OO/2017).

Consultations & Notification Responses

Local residents/public opinion – The proposal has been advertised as a major development and of being of public interest. A site notices was displayed at the application site. In addition, notification letters have been sent to an extensive area, local residents and businesses.

Two letters of objection have been received and the comments can be summarised as follows:

- The combined effect of an expanded social club and such a large number of new houses would inevitably cause an unacceptable increase in noise nuisance for existing residents such as ourselves living nearby.
- Flooding: The level of back gardens on Edenfield Road regularly floods during periods of heavy rain. The presence of such a large development on higher ground nearby would greatly increase the volume of rainwater particularly if occupiers of the new properties bury their gardens beneath paving flags. The existing field acts as a large sponge soaking up excess water and this capability would be lost if the development were to go ahead.
- Air quality would be adversely affected, particularly on still days.
- Loss of privacy: The plans show that the applicants propose a row of new houses close to and opposite the backs of existing houses. The new houses would be on a higher elevation than existing resulting in loss of privacy from being overlooked by the new properties and also the reduction in light.
- Loss of amenity/ wildlife habitat: the site has never been built on. Since its previous recreational use some years ago as a football pitch, it has slowly reverted to the wild. As such, it enables wildlife - insects, birds and mammals - to thrive. Bats are present on summer evenings.
- Traffic Access: The single new access road to and from Middleton Road would become a bottleneck causing increased volumes of diesel fumes especially at peak times. Unacceptably high density: The proposed development seems to us a disproportionately high density of housing which in turn would exacerbate all the problems previously mentioned;
- Issues associated with waste management

Highway Services – The site is considered to be suitably accessible by sustainable modes and is in close proximity to public transport facilities.

It is anticipated that the proposals are unlikely to generate a significant increase in the level of vehicular trips therefore they do not raise any network capacity concerns.

In relation to the number of anticipated vehicle movements, the retention of the current priority junction arrangement is acceptable.

One car parking space is provided for each of the apartments of which two are disabled spaces and this amount of apartment parking is acceptable. 20% of the apartment spaces have electric vehicle (EV) charging (5 no.) with the remainder being provisioned with the infrastructure (ducting/cabling) to allow future conversion. Each charge unit should be a minimum 7kW. Verification is required that each bay is a minimum 2.4 x 4.8m (and 3.6 x 6m for accessible bays) with a 6m aisle width.

An external cycle store is proposed for the apartments.

There is 100% parking provision for the dwellinghouses.

The road layout is acceptable in principle with minimum carriageway and footway widths of 5.5m and 2m with suitable kerb radii to allow a large refuse vehicle to enter and exit the site in forward gear.

Tactile paving is also being provided at pedestrian crossing points. It is required that TROs in the form of double yellow line junction protection is provided at the junction of the new site access road/Middleton Road. The internal road layout should also be subject to a 20mph speed limit (again requiring a TRO) and traffic calming should be installed at required intervals to assist with speed regulation.

A retaining wall is proposed in close proximity to the new access road being offered for adoption. Structural designs for the retaining wall are submitted to the MCC Structures Team to seek AIP (approval in principle) for the proposal.

Waste management, the proposed means of storage and collection are acceptable to Highways.

The boundary treatment proposals are acceptable from a highway perspective.

The main pedestrian access to the apartments has a ramped access incorporated, which, given the gradient of 1:21 is acceptable.

An acceptable framework travel plan has been provided, and a full travel plan should be conditioned as part of any approval along with a construction management plan.

Environmental Health – The properties should be acoustically insulated.

Details of waste management should be agreed.

The recommendations in respect of air quality are considered to be acceptable.

A ground conditions condition is recommended on this scheme to consider any contaminated land issues. This shall specifically include site investigations and a remediation strategy.

Works and skills team advise that a local labour condition is required.

Flood Risk Management Team – A suitable drainage strategy for the site should be put in place along with a management regime.

Greater Manchester Ecology Unit (GMEU) – An ecology assessment has been prepared for this site. The survey found the site to have generally low ecological value.

There should also be no clearance of vegetation at the site during bird nesting season. In addition, a scheme should be prepared which considers biodiversity improvements at the site.

Neighbourhoods (Trees) – The majority of the tree stock is positioned on the boundary of the site and due to the proposed building layout, this allows the trees to be retained with relatively little impact. All retained trees should have adequate protection both above and below the soil surface. The mitigation planting proposals shown on the plan appears to be sufficient for this site.

Sport England – Comments received on this application initially raised objections to the proposal with regards to the loss of sports facilities at the application site.

The proposal includes mitigation for the loss of the sports facilities at the site, which should be secured via a legal agreement.

It is important to note that as the playing field at the application site has not been used for at least five years consultation with Sport England is not a statutory requirement.

Publicity - The proposal, by virtue of the size of the site and number of units created, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) as a major development along with being of public interest. A site notice was displayed at the application site. In addition, notification letters have been sent to an extensive area of local residents and businesses.

Environmental Impact Assessment- The Town and Country Planning (Environmental Impact Assessment) Regulations 2011 specifies that certain types of development require an Environmental Impact Assessment (EIA) to be undertaken.

The nature of the proposal falls within “Urban Development Projects” being of more than 150 residential units. The City Council has adopted a screening opinion in respect of this matter to determine if this level of assessment was necessary and to determine whether the proposed development was likely to give rise to significant environmental effects.

It was concluded that there would not be significant environmental impacts associated with the proposed development and where there are impacts these will be of no more than local significance. It is concluded that an Environmental Statement is not required.

Policy

The Development Plan

The Development Plan consists of:

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

The Core Strategy 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) and sets out the long term strategic planning policies for Manchester's future development.

A number of UDP policies have been saved until replaced by further development plan documents to accompany the Core Strategy. Planning applications in Manchester must be decided in accordance with the Core Strategy, saved UDP policies and other Local Development Documents as directed by the National Planning Policy Framework (NPPF).

The NPPF requires application to be determined in accordance with the Development Plan unless material considerations indicate otherwise.

Manchester Core Strategy Development Plan Document (July 2012)

The relevant policies within the Core Strategy are as follows:

SO1. Spatial Principles - provides a framework within which the sustainable development of the City can contribute to halting climate change. This development would be in a highly accessible location and reduce the need to travel by private car.

SO2. Economy - supports further significant improvement of the City's economic performance and seeks to spread the benefits of the growth across the City to reduce economic, environmental and social disparities, and to help create inclusive sustainable communities. The scheme would provide jobs during construction and would provide housing near to employment opportunities.

SO3 Housing - supports a significant increase in high quality housing provision at sustainable locations throughout the City, to both address demographic needs and to support economic growth. Manchester's population grew by 20% between 2001 and 2011 which demonstrates the draw of the city and the power of its economy within the region. The growth of economy requires the provision of well-located housing such as this to provide an attractive place for prospective workers to live in so that they can contribute positively to the economy.

SO5. Transport - seeks to improve the physical connectivity of the City, through sustainable transport networks, to enhance its functioning and competitiveness and provide access to jobs, education, services, retail, leisure and recreation. This development would be in a highly accessible location, close to all modes of public transport and would reduce the need to travel by private car and make the most effective use of existing public transport facilities.

SO6. Environment - the development would be consistent with the aim of seeking to protect and enhance both the natural and built environment of the City and ensure the sustainable use of natural resources in order to:

- mitigate and adapt to climate change;
- support biodiversity and wildlife;
- improve air, water and land quality; and
- improve recreational opportunities;
- and ensure that the City is inclusive and attractive to residents, workers, investors and visitors.

Policy SP1 'Spatial Principles' - one of the key spatial principles is the emphasis on the creation of neighbourhoods where people choose to live, providing high quality and diverse housing, in a distinct environment. New development should maximise the use of the City's transport infrastructure, in particular promoting walking, cycling and the use of public transport.

The proposal would contribute towards meeting housing growth in the City and creating a high quality neighbourhood for residents to live in.

Policy T1 'Sustainable Transport' seeks to deliver a sustainable, high quality, integrated transport system to encourage modal shift away from car travel to public transport, cycling and walking. The proposal is located in an area where there is access to a range of public transport modes whilst encouraging other forms of transport such as cycle, car sharing and car clubs.

Policy T2 'Accessible areas of opportunity and needs' This proposal would be in a highly sustainable location, close to all forms of public transport and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

Policy EN1 'Design principles and strategic character areas' The proposal's considered to be a high quality scheme in terms of its design and appearance that would enhance the regeneration of the area.

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, in particular, the need to diversify housing stock in mono tenure areas by increasing the availability of family housing.

Although located on a greenfield site, the site is no longer active as a sports facility and its loss has been appropriately mitigated through a commuted sum. The proposal will provide much needed family housing in a sustainable area of the city.

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.

Policy H3 'North Manchester' states 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.

The proposal would seek to provide new family accommodation in an area where there is demand. The accommodation will be a mixture of two, three and four bedroom properties.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The development will provide a 20% contribution to

affordable housing on site on a shared ownership basis as part of diversifying the area and offering housing choice. Further details will be provided in the main body of the report in this regard.

EN4 'Reducing CO2 emissions by enabling low and zero carbon development' the Council will seek to reduce fuel poverty and decouple growth in the economy, growth in CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies

Policy EN5 'Strategic areas for low and zero carbon decentralised energy infrastructure' the regional centre has a major role to play in achieving an increase in the level of decentralised, low and zero carbon energy supplies.

Policy EN6 'Target framework for CO 2 reductions from low or zero carbon energy supplies' states that developments over 1000 sqm will be expected to meet targets shown with the policy unless this can be shown not to be viable.

Consideration has been given to how the buildings functions would reduce overall energy demands and the building fabric is considered to be high quality and would allow energy costs to remain low.

Policy EN9 'Green Infrastructure' states that development should maintain green infrastructure in terms of its quantity, quality and function. Developers should enhance the quality and quantity of green infrastructure, improve the performance of its functions and create and improve linkages to and between areas of green infrastructure. The development will result in the loss of a greenfield site which contains trees and other green infrastructure. It is considered that this harm is outweighed by the provision of much needed housing in the area together with mitigation as a result of lost trees and other vegetation as part of the future landscaping scheme.

Policy EN10 'Safeguarding open space, sport and recreation facilities' states that the Council will seek to retain and improve existing open spaces, sport and recreation facilities to an appropriate standards. Proposals will be supported that:

- Improve the quantity and quality 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.

Mitigation for the loss of the grass pitch has been provided in order that this can be mitigated elsewhere within the ward.

Policy EN12 ‘Area priorities for open space, sport and recreation’ states that in East Manchester the priority will be to enhance existing facilities and provide new spaces and facilities in accessible locations.

Policy EN14 ‘Flood Risk’ development should minimise surface water runoff, and a Flood Risk Assessment (FRA) is required for proposals on sites greater than 0.5ha within critical drainage areas. Consideration has been given to the surface water runoff and a scheme will be agreed which minimises the impact from surface water runoff.

Policy EN15, ‘Biodiversity and Geological Conservation’, requires developers to identify and implement reasonable opportunities to enhance, restore or create new biodiversity, either on site or adjacent to the site contributing to linkages between valuable or potentially valuable habitat areas where appropriate. The application site is not considered to be of high quality in ecology terms. .

Policy EN16 ‘Air Quality’ The proposal would not compromise air quality and would incorporate measures to minimise dust from the construction process and car usage during the operational phases.

Policy EN17 ‘Water Quality’ Consideration has been given to minimising the impact on the surrounding water courses including those which may be under ground.

Policy EN18, ‘Contaminated Land’, The applicant has provided provisional details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine if any mitigation is required.

EN19 ‘Waste’ states proposals must be consistent with the principles of the waste hierarchy (prevention, reduction, re-use, recycling, energy recovery, and disposal). The applicant has a clear waste management strategy for the site which will ensure that residents adhered to recycling principles. Compliance with this strategy will form part of the conditions of the planning approval.

PA1 ‘Developer Contributions’ states that where needs arise as a result of development, the Council will seek to secure planning obligations. Through such obligations, the Council may seek contributions for a number of benefits, including affordable housing, with priorities assessed on a site by site basis. A legal agreement will be prepared to support this planning application which will include obligations surrounding affordable housing and mitigation of the loss of the grass pitch.

Policy DM1 ‘Development Management’ all development should have regard the following specific issues:-

- Appropriate siting, layout, scale, form, massing, materials and detail;
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area;
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise;

- Community safety and crime prevention;
- Design for health;
- Adequacy of internal accommodation and external amenity space;
- Refuse storage and collection;
- Vehicular access and car parking;
- Effect on biodiversity, archaeological or built heritage;
- Green infrastructure;
- Flood risk and drainage.

The applicant has given careful consideration to the design, scale and layout of the replacement club housing along with indicative parameters relating to the residential element. The proposal also meets the City Council's space standards.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the Core Strategy.

The Unitary Development Plan for the City of Manchester (1995)

The Unitary Development Plan for the City of Manchester was adopted in 1995. However, it has now been largely replaced by the Manchester Core Strategy. There are some saved policies which are considered relevant and material and therefore have been given due weight in the consideration of this planning application. The relevant policies are as follows:

DC7 'New Housing Development' states that the Council will negotiate with developers to ensure that new housing is accessible at ground floor level to disabled people, including those who use wheelchairs, wherever this is practicable. All new developments containing family homes will be expected to be designed so as to be safe areas within which children can play and, where appropriate, the Council will also expect play facilities to be provided.

Saved policy DC26, Development and Noise₁ 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. Conditions will be used to control the impacts of developments.

The proposal has been designed to minimise the impact from noise sources and further mitigation will be secured by planning condition.

For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

National Planning Policy Framework

Places for Everyone

Issues

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Open space, sports and recreation facilities, public rights of way and local green space states that open space should be taken into account in planning for new development and considering proposals that may affect existing open space. It is advised that Sport England are consulted where the loss of major sporting facilities is proposed.

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

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

It further advocates mitigating noise impacts of a development which is dependent on the type of development being considered and the character of the proposed location.

Design states that where appropriate the following should be considered:

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

Health and well being states opportunities for healthy lifestyles have been considered (e.g. planning for an environment that supports people of all ages in making healthy choices, helps to promote active travel and physical activity, and promotes access to healthier food, high quality open spaces and opportunities for play, sport and recreation);

Travel Plans, Transport Assessments in decision taking states that applications can positively contribute to:

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

Other material policy considerations

The Guide to Development in Manchester Supplementary Planning Document and Planning Guidance (Adopted 2007)

This document provides guidance to help develop and enhance Manchester. In particular, the SPD seeks appropriate design, quality of public realm, facilities for disabled people (in accordance with Design for Access 2), pedestrians and cyclists. It also promotes a safer

environment through Secured by Design principles, appropriate waste management measures and environmental sustainability. Sections of relevance are:

- Chapter 2 'Design' – outlines the City Council's expectations that all new developments should have a high standard of design making a positive contribution to the City's environment;
- Chapter 8 'Community Safety and Crime Prevention' – The aim of this chapter is to ensure that developments design out crime and adopt the standards of Secured by Design;
- Chapter 11 'The City's Character Areas' – the aim of this chapter is to ensure that new developments fit comfortably into, and enhance the character of an area of the City, particularly adding to and enhancing the sense of place.

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.

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

Adopted in 2015, the vision for the strategy is that 'by 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. 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'

There are four objectives in order to achieve this vision:

1. Improve the quality and function of existing green and blue Infrastructure, to maximise the benefits it delivers
2. Use appropriate green and blue infrastructure as a key component of new developments to help create successful neighbourhoods and support the city's growth
3. Improve connectivity and accessibility to green and blue infrastructure within the city and beyond
4. Improve and promote a wider understanding and awareness of the benefits that green and blue infrastructure provides to residents, the economy and the local environment

Manchester Playing Pitch Strategy (June 2017)

The purpose of the playing pitch strategy (PPS) is to provide a strategic framework which ensures that the provision of outdoor playing pitches meet local needs of existing and future residents across Manchester.

The PPS shows that all currently used playing field sites require protection and therefore cannot be deemed surplus to requirements because of shortfalls now, and in the future.

In terms of the application site, the 'Whitehouse Bowling Club' is listed as a 'Lapsed' adult football pitch with a last recorded use in the 2006/2007 season. It outlines that pitch is no longer maintained and has become overgrown.

The PPS defines a 'Lapsed' pitch as:

"last known use was as a playing field more than five years ago. These sites fall outside of Sport England's statutory remit but still have to be assessed using the criteria in paragraph 74 of the National Planning Policy Framework and Sport England would nonetheless challenge a proposed loss of playing pitches/playing field which fails to meet such criteria. It should be emphasised that the lawful planning use of a lapsed site is still that of a playing field"

The PPS goes on to state that:

"Lapsed, disused, underused and poor quality sites should also be protected from development or replaced as there is potential need for playing field land to accommodate more pitches to meet the identified shortfalls"

The PPS recommends that the Council allocates all disused/lapsed sites as playing fields in the first instance until such time as the Council, community group or developer expresses an interest in such a site.

The document then goes on to outline a priority order of options with regards to addressing disused/lapsed sites. This order is as follows:

- 1) Firstly, explore the feasibility of bringing the site back into use. A feasibility study may show either:
 - a) The site can be brought back into sustainable use where funding is available and use is secured by the Council and relevant NGBs/Community Groups; or
 - b) The site is not in a sustainable location and in which case no amount of money will make it desirable.

- 2) The site could become public open space to meet a need identified in the Open Space Study; or
- 3) Redevelop the site for an alternative use but use the capital receipt to invest in existing sites in the locality

Within the 'North Area Action Plan' the application site the recommended action in respect of this site is to '*consider options for future use including development and reinvestment of capital receipt*'.

City Wide Open spaces, sports and recreational study (2009)

The site was surveyed as a grass pitch at that time.

Issues

Principle of development

The application site consists of a grass playing pitch, situated off Middleton Road.

The grass pitch was last known to be used around the 2006/2007 season. The sports uses at the application site were also identified within the City Wide open spaces, sports and recreational study in 2009. The application site has also been identified within the Manchester Playing Pitch Strategy 2017 as a 'lapsed' playing pitch and bowling green.

The proposal will result a residential development on the former grass pitch.

With regards to the loss of the grass pitch, the importance of promoting and conserving open space for access by local communities is outlined within policy SP1 'Spatial Principles' of the Core Strategy which states that '*the City's network of open spaces will provide all residents with access to recreation opportunities*'. This policy also outlines a number of core development principles that all development in the City should adhere to. This includes making a positive contribution to health, safety and wellbeing of residents together with the protection and enhancement of the built and natural environment (consistent with paragraph 97 of the NPPF).

Where a development would result in the loss of a use which contributes to these spatial objectives, it is necessary to robustly consider whether development proposals are acceptable.

Given the existing sports uses at the application site it is necessary to consider the requirements of paragraph 97 of the NPPF. This states that existing open space, sports and recreational buildings and land, including playing fields, should not be built on unless:

- an assessment has been undertaken which has clearly shown the open space, buildings or land to be surplus to requirements; or
- the loss resulting from the proposed development would be replaced by equivalent or better provision in terms of quantity and quality in a suitable location; or
- the development is for alternative sports and recreational provision, the needs for which clearly outweigh the loss.

Policy EN10 of the Core Strategy is consistent with the assessment criteria within the NPPF and states that existing open spaces should not be built upon unless a specific criteria can be satisfied, namely that:

- 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 are maintained, and
 - o it could not fulfil other unsatisfied open space, sport or recreation needs, and
 - o 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 use or character.

The Playing Pitch Strategy (PPS) has shown that the grass pitch has also not be used for a period of time. The PPS action plan states that consideration should be given to future uses of the site, including development, and reinvestment of the capital receipt. The financial contribution being offered would also be consistent with policy EN10 and equates to a like for like replacement of the facility to be lost.

The principle of developing the grass pitch is therefore considered to be acceptable in principle, subject to the appropriate and proportionate commuted sum that is capable of being secured as part of a legal agreement.

The principle established here is in line with that agreed under the outline planning permission.

Material planning considerations

This report will therefore consider the following material considerations and determine as a consequence of the development:

- Affordable housing;
- Type of residential development;
- Visual amenity;
- Ecology;
- Effect of the development on the local environment and existing residents;
- Effect of the development on the proposed residents;
- Trees coverage;
- Landscaping and amenity space /boundary treatment;
- Impact on the highway network/car/cycle parking;
- Flood Risk/surface drainage;
- Waste management;
- Sustainability;
- Designing out crime;
- Permitted development;
- Ground conditions; and
- Construction management.

The above matters will be considered in turn below.

Affordable Housing

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

The required amount of affordable housing within a particular development will reflect the type and size of the development as a whole and will take into account a number of factors such as an assessment of a particular local need, any requirement to diversify housing mix and the need to deliver other key outcomes particularly a specific regeneration objective.

The applicant's viability report has been tested and this concludes the proposal is capable of sustaining an 8% contribution to affordable housing without undermining viability or deliverability of the scheme or the schemes ability to mitigate against other factors such as the loss of the sports provision.

The applicant has agreed to provide the 8% affordable housing on site will be offered at a discounted rate to an affordable housing provider on a shared ownership basis.

By working with a registered provider, they have also been able to access grant which increase the over provision of affordable housing at the site to 20%. This equates to 24 new dwellings. These will be provided in the apartment building.

The 8% provision would be secured by a legal agreement. The agreement will also stipulate that if the additional affordable homes are not provided, then the proposal would be subject to a viability re-test at a future stage in order to determine if there has been a uplift in the viability to secure additional affordable homes at the site.

Visual amenity

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester SPD and the Residential Quality Guide, requires consideration be given to the layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites in order to create neighbourhoods of choice and a sense of place.

Access to the site would be retained from Middleton Road albeit repositioned closer to the boundary with 195 Middleton Road.

The proposed development would be acceptable in design, scale and appearance.

The proposed apartment building would be three storey in height and would be masonry in nature. It would be located centrally to the site and sit adjacent to a car parking area.

The remainder of the site would be two storey dwellinghouses masonry in nature. They would have traditional feel with pitched roofs.

Final materials would be agreed by planning condition.

Disabled access

Although the residential element the dwellings will meet current building regulations to ensure the accommodation is accessible and adaptable for the house hold needs. They would also be space standard compliant.

Ecology

The planning application has been accompanied by an ecological appraisal which assesses the potential impact of the development on local ecology and nature conservation. This is a key requirement of policies EN15 and DM1 which seeks to ensure that applicants identify, enhance and restore impacts from developments on local habitats.

In terms of its impact on existing habitats and ecology, the report concludes that the site is of low value. However, the site does contain numerous tree and dense scrub the majority of which exists around its perimeter and scattered across the land.

The report recommends that a bat survey is undertaken to establish the presence of bats across the site.

The Greater Manchester Ecology Unit (GMEU) have carefully considered the findings of the applicant's ecology report. GMEU agree that the site is of low ecological value but that a bat survey should be prepared in support of this planning application.

A bat survey has been prepared in support of this planning application. GMEU concur with the findings of the report in that the existing social club has a low potential to support bats. They have recommend that that a demolition method statement is agreed which ensures that the elements of the building which need to be removed by hand. This should form part of the conditions of the planning approval.

In addition, they consider that it would be appropriate to ensure that no vegetation is cleared from the site during bird nesting season along with securing appropriate biodiversity enhancements as part of any landscaping scheme.

Effect of the development on the local environment and existing residents

Policies SP1 and DM1 seek to ensure that new developments have a positive impact on existing residents together with creating places that make a positive contribution to neighbourhoods of choice by creating well designed places. Policy DM1 goes further by stating that the effect on amenity is a key consideration particularly effects on privacy and noise.

It is considered that there are three potential impacts associated with this development which require consideration:

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

The relationship of the proposed dwellings to the surrounding properties ensures that there would be no incidences of overlooking resulting in a loss of privacy. Whilst the topography does vary across the application site, privacy distances have been considered and are appropriate.

In terms of the relationship of any proposed dwellings to those on Edenfield Road, the privacy distances vary between 22 and 25 metres. The topography is relatively even in this location

and therefore the relationship should not give rise to any unduly harmful impacts in terms of loss of privacy or overlooking.

With regards to the properties along Windsor Crescent, there is approximately 26 metres separating these properties from those on the indicative layout. In this location, the topography of the application site is slightly higher than the properties along Windsor Road which abut the site. Notwithstanding this, the privacy distance of 26 metres will ensure that no undue loss of privacy arises.

???The residential properties which abut the application site along Cobb Close are adjacent to one of the proposed apartment buildings. The worst case scenario in this instance would be a privacy distance of 18 metres with the apartment building having either a blank or angle gable. The apartment building could be 3 storeys and the topography in this location is relatively even. It is not considered that this would give rise to any unduly harmful impacts given that the building can be sited and designed in such a way to minimise any harmful impacts from overlooking.

The other apartment block would be close to residential properties along Counthill Drive. The worst case scenario would be a 20 metre privacy distance. The topography is even in this location and given the measures which can be put in place with regards to privacy and position of windows, it is not considered that this relationship will give rise to any unduly harmful impacts.

The residential properties along Claythorpe Walk would be separated from the nearest dwelling on the indicative layout by 21 metres. Given the properties along Claythorpe Walk are in a slightly elevated position it is considered that 21 metres would be more than adequate to protect privacy and amenity.

The proposed club building itself would be separated by 19 metres to the apartment block on Counthill Drive and 22 metres to 152 Middleton Road. These distances are considered to be adequate and are not dissimilar to the current clubs arrangements. Whilst the proposed club building is taller, the distances and topography would ensure that the proposed building does not look out of character in the street scene and there would be no overbearing impacts.

There is no doubt that there would be a change in outlook and character for the existing properties given the existing use of the site. However, it is not considered that there would be a loss in privacy or a sense of overbearing or overshadowing to the existing properties which would give rise to any harmful or undue impacts on residential amenity.

The introduction of the 74 new homes at the site, together with the proposed social club building, would create some additional comings and goings in the local area as a result of traffic and pedestrian activity. However, it is not considered that this level of activity would be harmful given the largely residential context surrounding the application site and the location close to Middleton Road, a busy road route.

There is already a degree of activity associated with the existing social club and although the sports facilities at the site are not currently in use, they are capable of being used and therefore generate activity and noise at the site.

Overall it is considered that there are no unduly unacceptable impacts as a result of the development on the surrounding properties as a result of loss of privacy or any overbearing or overshadowing impacts.

There will be some associated impacts from additional comings and goings at the site, from both the proposed residential element. It is, however, considered that these impacts are not unduly harmful.

As part of the proposed scheme there will no longer be recreational uses at the site such as the playing pitch. This facility would have generated its own level of activity and noise. The replacement with residential accommodation will mean that the comings and goings from this part of the site will be different and likely to be less intensive, being spread evenly across a typically day, therefore being more easily absorbed into the general activity of the local area.

Effect of the development on the proposed residents

a) waste management

The residential development would generate waste which will need to be managed. Policies EN19 and DM1 of the Core Strategy require applicants show consistency with the waste hierarchy which principally seeks applicants to re-use and recycle their waste.

???

b) Acoustic insulation

All the new homes would be acoustically insulated in accordance with the required standards. This would be secured by planning condition.

It is recommended that these matters form part of the conditions of the planning approval in line with policy of the Core Strategy and saved policy DC26 of the UDP.

Tree coverage

There is a significant tree cover within the centre of the site and around the perimeter. This provides a buffer for the existing residential properties together with contributing towards the character and visual amenity of the area.

The applicant's tree survey has identified 30 trees on site (including 14 groups). There are 3 individual trees and 5 group trees which are considered to fall within category A (Trees of High Quality). A further 9 trees and 3 group trees were considered to be category B (Trees where retention is desirable) together with 4 individual and 6 group trees which were categorised as falling with category C (trees which could be retained). There were no category U trees identified.

Policy EN9 states that new developments will be expected to maintain existing green infrastructure in terms of its quantity, quality and multiple function. The policy goes on to state that 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 would be required to demonstrate how this loss would be mitigated in terms of quantity, quality, function and future management.

The need to retain trees and existing landscapes is reiterated within paragraph 2.38 of the Guide to Development in Manchester SPD which states that *'new development will fit more easily into their surroundings if they incorporate existing landscapes, and there will be a presumption to retain existing trees and planting with a high amenity and ecological value'*

The applicant has provided a tree survey detailing the current tree coverage and its quality. In addition, a tree removal plan indicates which trees would require removal to facilitate the development. A total of 13 trees would require removal at the application site. This would consist of 4 category A trees, 4 category B trees and 5 category C trees.

The majority of the trees which require removal are located around the edges of the site and in the centre to facilitate the new access road. The remainder of the mature trees surrounding the site will be retained. Whilst the loss of the existing mature tree coverage is regrettable, this would be appropriately mitigated through the provision of new tree planting throughout the development as part of the landscaping scheme.

The indicative details show that there will be in excess of 150 new trees at the application site. This includes planting along the new access road, front gardens and at the front of the new social club along Middleton Road. This will provide a landscaped setting to the application site which is welcomed and will mitigate against the loss of the 13 trees at the application site.

An appropriate landscaping scheme will be secured as part of the conditions of the planning approval.

Landscaping and amenity space /boundary treatment

The proposed development would provide an opportunity to improve the setting of the application site from Middleton Road which is currently poor and dominated by the existing social club car park.

The new access road would be lined with new planting and an external amenity space associated with the social club would separate activities from the new residential development.

The residential dwellings would have well sized private gardens allowing for fully functioning amenity space. The setting of the properties from the access road is also enhanced through the provision of front gardens with soft landscaping ensuring the properties are not hard onto the street edge.

The apartment building would have its own private amenity space for the residents who occupy these properties and provides a sizeable setting for the buildings.

Further details on the landscaping are necessary in order to determine that the spaces are adequate and agree the type and quality of soft landscaping including provision of new trees in mitigation of those that have been lost. It is recommended that such details are secured by planning condition.

With regards to boundary treatment, it will be necessary that all the residential dwellings are defined by appropriate boundary treatment at the front in order to demarcate the public and private spaces. It will be expected that this will take the form of a low boundary wall and railings. The rear gardens will be defined by appropriate divisional fencing.

The final details of this will be agreed for all the boundary treatments for the development as part of the conditions of the planning approval.

Air quality

The main impacts during the operational phases would be from vehicle movements and servicing requirements. These impacts can be carefully controlled through the construction management plan which would form part of the conditions of the planning approval.

Beyond the construction phase there would be on site cycle parking and electric car charging points for the residential development. These would be secured through planning conditions.

Environmental Health concur with the conclusions and recommendations within the air quality report. In light of the mitigation measures proposed above, which would be secured by planning conditions, it is considered that the proposal would comply with policy EN16 of the Core Strategy, paragraph 8 of the PPG and paragraph 124 of the NPPF in that there will be no detrimental impact on existing air quality conditions as a result of the development.

Impact on the highway network/car/cycle parking

Policy SP1 of the Core Strategy states that new developments will maximise the potential of the City's infrastructure, in particular promoting walking, cycling and use of public transport. Policies T1 and T2 go on to state that there will be modal shifts away from the car and to locate new development that are accessible by walking, cycling and public transport in line with SP1. Policy T2 also states that new developments should provide adequate car parking provision for their needs. The need to assess traffic generation and road safety is a key consideration with policy DM1.

A transport statement has been prepared in respect of this planning application which considers the sustainability of the location of the application site, in terms of proximity to public transport, together with an assessment of the impact of the proposal on the local highway network.

In terms of the proposals impact on the local highway network, the applicant has prepared modelling to assess the ability of the local highway network to accommodate the traffic that is anticipated to be generated. The assessment includes consideration of a number of junctions nearby. The conclusion is that there would be no undue impact on the highway network.

In terms of the sustainability and public transport, the site is located close to a major bus corridor and located within a short distance to Bowker Bank Metrolink stop.

The layout has also had regard to highway and pedestrians safety, seeking to utilise and upgrade the existing means of access off Middleton Road. A new carriageway with footways would be created through the site providing access to the proposed residential element to the rear of the site and the proposed club house and car park. The carriageway width appears to be acceptable subject to the relevant detail.

In terms of car parking, the layout demonstrates that there would be sufficient car parking to serve the development site. There is 100% car parking available for the apartment blocks together with a driveway (in some cases accommodating up to two car lengths) for each of the residential properties. The driveway sizes appear to comply with the requirements of Highway Services.

Highway improvement works will be required in the form of junction protection measures along the new access road and junction with Middleton Road together with regulations to enforce a 20 mph speed limit throughout the estate. These will be secured as part of the conditions of the approval.

There is a commitment for cycle provision both for apartments and dwellinghouses. The cycle provision for the dwellings will be within curtilage. Cycle provision is an important requirement in order to promote alternative travel choices for a development of this nature and to take advantage of the nearby cycle routes. This should form part of the conditions of the planning approval to ensure that appropriate provision is put in place.

Another key factor is ensuring servicing for refuse collection is possible. It has been demonstrated that this is capable of taking place from the new access road and manoeuvre appropriately.

A travel plan condition is also recommended to ensure that sustainable travel options are promoted for both the club house and the residential elements of this development.

Overall it is considered that the traffic generated by 74 residential dwellings together with the club house could be satisfactorily accommodated within the capacity of the local highway network. Mitigation measures would be required in order to ensure that the means of access and vehicle and pedestrian environment beyond the application site are safe together with delivering key elements of infrastructure to improve the overall sustainability of the site and ensure access to public transport, walking and cycling.

Flood Risk/surface drainage

The application site is located in flood zone 1 '*low probability of flooding*'. However, the site lies within a critical drainage area (an area where there are complex surface water flooding problems from ordinary watercourses, culverts and flooding from the sewer network). These areas are particularly sensitive to an increase in rate of surface water run off and/or volume from new developments which may exasperate local flooding problems. As such, policy EN14 states that developments should seek minimise the impact on surface water run off in a critical drainage area.

The applicant has prepared a drainage statement in support of their planning application. This has been considered by the City Council's flood risk management team who consider that further consideration should be given to how the drainage systems at the site will work in order to prevent surface water run off along with examination of the implementation of sustainable urban drainage principles at the site along with their future management.

A condition of the planning approval shall be that this information is submitted and agreed.

Sustainability

Policy DM1 states that residential developments will be expected satisfy the Code for Sustainable Homes standards. Policies SP1 and EN4 to EN6 of the Core Strategy focus on reducing emissions and achieving low and zero carbon developments.

Policy EN4 in particular, requires the application of the energy hierarchy to ensure that passive measures, energy efficiency and low and zero carbon generation options are considered. This includes:

- minimising energy demands – consider passive design measures and optimise building envelope in terms of orientation, air tightness and insulation; and
- meet demands efficiency – specify energy efficient plant, heating, ventilation, lighting and system controls to facilitate efficient operation.

The Code for Sustainable Homes has now been revoked and the applicant has not provided any details in respect of how they intend to meet sustainability standards and reduce the energy demands from the building. It is recommended that such details are obtained as part of the conditions of the planning approval.

Designing out crime

A Crime Impact Statement (CIS), prepared by Design for Security at GMPolice, recognises that the development would bring vitality to this area and more active frontage. It is recommended that a condition is imposed to require the full implementation of the CIS and that Secured by Design Accreditation is achieved for both the club house and the residential element of this development.

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. Initial site investigation work has been carried out by the applicant. This found a large amount of made ground at the site.

The initial site investigation report has been considered by Environmental Health. They have recommended that further consideration be given to this matter, including preparation of a remediation strategy.

Had the recommendation been to approve this proposal, this matter would have been a condition of any approval.

Construction management

The work would take place close to homes and comings and goings from the site are likely to be noticeable. However, these impacts should be short in duration and predictable. A condition requires a construction management plan to be agreed which would include details of dust suppression measures, highways management plan and details of use of machinery. Wheel washing would prevent any dirt and debris along the road and beyond.

Limited information has been provided about routing but construction vehicle will use Middleton Road and connect to the surrounding road network including nearby motorway. There is unlikely to be any cumulative impact from construction activity.

Provided the initiatives outlined above are adhered to, it is considered that the construction activities are in accordance with policies SP1 and DM1 of the Core Strategy and extant policy DC26 of the Unitary Development Plan. However, it is recommended that a condition of the planning approval is that the final construction management plan is agreed in order to ensuring the process has the minimal impact on surrounding residents and the highway network.

Permitted Development

The National Planning Policy Guidance states that only in exceptional circumstances should conditions be imposed which restrict permitted development rights otherwise such conditions are deemed to be unreasonable.

It is considered that it would be appropriate and reasonable to attach conditions to prevent the new homes becoming HMOs to ensure they remain in family use. In addition to ensure visual

amenity is protected a condition is required to avoid front boundary treatments from being removed without further consideration and extensions being erected.

Legal Agreement

The proposal is minded to approve subject to a legal agreement under section 106 of the Planning Act to ensure there is a mechanism to secure the affordable housing as explained in the report. In addition, the agreement would detail the obligations required to secure mitigation against the loss of the grass pitch as explained within the heading 'principle of development'.

Conclusion

The proposal would result in the loss of a grass pitch and bowling green in order to facilitate the redevelopment of the site to create 74 much needed new family homes together with a new club house to replace the existing facility. Appropriate mitigation has been secured which would allow for facilities to be replaced and improved within the Crumpsall ward.

The layout for the residential element demonstrates that it is possible to achieve a wide range of property type and sizes arranged around a new road network. The scale of these properties would respond positively to the character of the area. The provision of affordable housing at the site to allow access to affordable home ownership which is fully in line with the NPPF and local level requirements which is welcomed.

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: Minded to 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 where early discussions took place regarding the siting/layout, scale, design and appearance of the development along with noise and traffic impacts. Further work and discussion have taken place with the applicant through the course of the application, particularly in respect of the mitigating the loss of the sports facilities, affordable housing and site layout. The proposal is considered to be acceptable and therefore determined within a timely manner.

Condition(s) to be attached to decision for approval

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

274-034 and SK001 received by the City Council, as Local Planning Authority, on the 12 November 2021

02, 03, 04, 05, 06, 16, 18, 101, 150, 151, 152, 153, 154, 155, 160 and 165 received by the City Council, as Local Planning Authority, on the 12 July 2021

Phasing Plan 4050/101 REV AA received by the City Council, as Local Planning Authority, on the 12 December 2023

Supporting information

Design and access statement, Phase II and Phase III ground conditions report, crime impact assessment, air quality report, Tree survey, Transport statement, flood risk assessment, Environmental Standards, BRUKL report, landscaping scheme, Risk Assessment, Noise Assessment received by the City Council, as Local Planning Authority, on the 12 July 2021

Waste management strategy received by the City Council, as Local Planning Authority, on the 20 July 2021.

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

3) The development hereby approved shall be carried out in accordance with the phasing plan 4050/101 REV AA received by the City Council, as Local Planning Authority, on the 12 December 2023

Reason – This is a phased development pursuant to policy DM1 of the Manchester Core Strategy (2012).

4) No vegetation clearance shall take place during the optimum period for bird nesting (March - September inclusive) unless nesting birds have been shown to be absent, or, a method statement for the clearance 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 clearance works.

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

5) a) Prior to the commencement of a phase of the development, details of a Local Labour Proposal, in order to demonstrate commitment to recruit local labour for the duration of the construction of the development, shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved document shall be implemented as part of the construction of the development.

In this condition a Local Labour Proposal means a document which includes:

- i) the measures proposed to recruit local people including apprenticeships
- ii) mechanisms for the implementation and delivery of the Local Labour Proposal
- iii) measures to monitor and review the effectiveness of the Local labour Proposal in achieving the objective of recruiting and supporting local labour objectives

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

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

6) Notwithstanding the drainage details received by the City Council, as Local Planning Authority, on the 12 July 2021, (a) the development shall not commence until a scheme for the comprehensive drainage of surface water from the entire development (Phase 1 and 2) has been submitted for approval in writing by the City Council as the Local Planning Authority. This shall include:

- Where surface water is connected to the public sewer, an up to date agreement in principle from United Utilities is required that there is adequate spare capacity in the existing system taking future development requirements into account. An email of acceptance of proposed flows and/or new connection will suffice.

(b) The phases of the development shall then be constructed in accordance with the approved details, within an agreed timescale.

Reason - To promote sustainable development, secure proper drainage and to manage the risk of flooding and pollution pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

7) a) Notwithstanding the Phase II and III ground conditions reports and risk assessment received by the City Council, as Local Planning Authority on the 12 July 2021, a phase of the development shall not commence until the following information for that phase has been submitted for approval in writing by the City Council, as Local Planning Authority:

- Grass/small plants still need 450mm of soil for root growth so 200mm not enough for communal gardens
- gas protection measures, including validation of fitting.

b) When a phase of the development commences, the development shall be carried out in accordance with the 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 prior to the first occupation of a building of the development.

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 in that part of the site shall cease and/or the building in that part of 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 EN18 of the Core Strategy.

8) Prior to the commencement of development a phase of development, a detailed construction management plan outlining working practices for the proposed development construction shall be submitted to and approved in writing by the Local Planning Authority.

For the avoidance of doubt the construction management plans shall include:

- o Display of an emergency contact number;
- o Communication strategy with residents;
- o Details of Wheel Washing;
- o Dust suppression measures;
- o Compound locations where relevant;
- o Location, removal and recycling of waste;
- o Routing strategy and swept path analysis;
- o Parking of construction vehicles and staff; and
- o Sheeting over of construction vehicles.

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.

A phase of the development shall be carried out in accordance with the approved construction management plans for the duration of the demolition and construction parts of the development.

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

9) Prior to the commencement of a phase of the development (other than enabling works including site clearance and service diversions), all material 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, details of the drips to be used to prevent staining, ventilation/air brick details and a strategy for quality control management.

The approved materials shall then be implemented as part of the phase of 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, as specified in policies SP1 and DM1 of the Core Strategy.

10) The window reveals and soffits for the development (apartments and dwellinghouses) shall be carried out in accordance with SK001 received by the City Council, as Local Planning Authority, on the 12 November 2021

The extent of the window reveals and detailing will be as follows:

- 180 mm reveal and full brick soffit.

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

11) Prior to any above ground works a phase of the development, details of the siting, scale, appearance and material for the proposed boundary treatment shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of a phase of the development and be in place prior to the first occupation of the development.

The boundary treatment shall be retained and maintained in situ thereafter and notwithstanding the provisions of the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking or re-enacting that Order with or without modification) no boundary treatment shall be erected on site, other than that shown on the approved plans.

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

12) The development hereby approved shall be carried out in accordance with the Environmental Standards Statement received by the City Council, as Local Planning Authority, on the 12 July 2021.

A post construction review certificate/statement shall be submitted for approval in writing by the City Council, as Local Planning Authority, within 3 months of first occupation of a building with a phase of the development hereby approved.

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

13) Prior to the first occupation of each building within a phase of the development, details of the implementation, maintenance and management of the sustainable drainage scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This 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.

The implementation of the management and maintenance plan shall be implemented in accordance with the timescales agreed and retained for as long as the development remains in use.

Reason - To manage flooding and pollution and to ensure that a managing body is in place for the sustainable drainage system and there is funding and maintenance mechanism for the lifetime of the development pursuant to policies SP1, EN14 and DM1 of the Manchester Core Strategy (2012).

14) a) Notwithstanding drawing 274-03G received by the City Council, as Local Planning Authority, on the 12 July 2021, prior to any above ground works a phase of the development, details of a hard and soft landscaping treatment scheme (including the proposed size and species of trees) shall be submitted for approval in writing by the City Council as local planning authority.

(b) The approved scheme shall be implemented prior to the first occupation of each building with a phase of the development. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

15) (a) Notwithstanding the Acoustic Planning Report received by the City Council, as Local Planning Authority on 12 July 2021, prior to the first occupation of a building within a phase of the development a scheme for acoustically insulating the proposed residential accommodation against noise from the local traffic network shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved noise insulation scheme shall be completed before the first occupation each building of the development.

Noise survey data must include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary. The following noise criteria will be required to be achieved:

Bedrooms (night time - 23.00 - 07.00) 30 dB L Aeq (individual noise events shall not exceed 45 dB L Amax,F by more than 15 times)

Living Rooms (daytime - 07.00 - 23.00) 35 dB L Aeq

Gardens and terraces (daytime) 55 dB L Aeq

(b) Prior to the first occupation of each building within a phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria have been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure

compliance with the noise criteria. A verification report and measures shall not be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed in writing with the City Council, as Local Planning Authority, and thereafter be retained and maintained in situ.

Reason: To secure a reduction in noise from traffic or other sources in order to protect future residents from noise disturbance pursuant to policies SP1, H1 and DM1 of the Core Strategy (2007) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

16) (a) Prior to the first occupation of a building within a phase of the development, details of any externally mounted ancillary plant, equipment and servicing shall be submitted for approval in writing by the City Council, as Local Planning Authority. For the avoidance of doubt, externally mounted 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 5 db (L_{aeq}) below the typical background (L_{a90}) level at the nearest noise sensitive location.

(b) Prior to the first occupation of a phase of the development, a verification report will be required to validate that the work undertaken conforms to the recommendations and requirements approved as part of part (a) of this planning condition. The verification report shall include post completion testing to confirm the noise criteria has been met. In instances of non-conformity, these shall be detailed along with mitigation measures required to ensure compliance with the noise criteria. A verification report and measures shall not be agreed until such a time as the development complies with part (a) of this planning condition.

Any mitigation measures shall be implemented in accordance with a timescale to be agreed in writing with the City Council, as Local Planning Authority. Any measures shall thereafter be retained and maintained in situ.

Reason - To minimise the impact of plant on the occupants of the development pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and saved policy DC26 of the Unitary Development Plan for the City of Manchester (1995).

17) Prior to any above ground works within a phase of the development, final details of the siting, scale and appearance of waste stores for both the apartment building and dwellinghouses together with a supporting waste management strategy shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the phase of the development and thereafter retained and maintained in situ.

Reason – In the interest of ensuring appropriate waste management arrangements at the site pursuant to policies EN19 and DM1 of the Manchester Core Strategy (2012).

18) The development hereby approved shall include a building and site lighting scheme and a scheme for the illumination of external areas during the period between dusk and dawn. Full details of such a scheme shall be submitted for approval in writing by the City Council, as Local Planning Authority before the first occupation of a phase of the development hereby approved. The approved details shall be implemented in full prior to the first occupation of each building of the development 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 the proposed development in order to comply with the requirements of policies SP1 and DM1 of the Core Strategy.

19) If any 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 Core Strategy.

20) The development hereby approved shall be carried out in accordance with the Crime Impact Statement prepared by Design for Security at Greater Manchester Police received by the City Council, as Local Planning Authority, on the 12 July 2021. A phase of the development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

21) Prior to the first occupation of a phase of the development, the siting, scale and appearance of the external cycle and refuse stores for each dwellinghouse and apartment building shall be submitted for approval in writing by the City Council, as Local Planning Authority.

The approved details shall be implemented prior to the first occupation of each building in a phase of the development and thereafter retained and maintained in situ.

Reason - To ensure there is sufficient cycle parking provision at the development in order to support modal shift measures pursuant to policies SP1, T1, T2 and DM1 of the Manchester Core Strategy (2012).

22) Prior to the first occupation of a phase of the development hereby approved, a scheme of highway works and details of footpaths reinstatement/public realm shall be submitted for approval in writing by the City Council, as Local Planning Authority.

This shall include the following:

- Final details of the road layout including carriageway and kerb widths (5.5m for carriageway and 2 m for kerbs);
- Provision of tactile paving to pedestrian crossing points;
- Traffic Regulation Orders (TROs) in the provision of double yellow lines at the junction of the new site entrance/access road with Middleton Road;
- Provision of a 20 mph speed limit for the internal access road together with traffic calming measures; and
- Details of the retaining wall to the access road.

The approved scheme shall be implemented and be in place prior to the first occupation of the relevant phase of the development hereby approved and thereafter retained and maintained in situ for as long as the development remains in use.

Reason - To ensure safe access to the development site in the interest of pedestrian and highway safety pursuant to policies SP1, EN1 and DM1 of the Manchester Core Strategy (2012).

23) Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (as amended) (or any order revoking and re-enacting that Order with or without modification) no part of the development shall be used for any purpose other than the purpose(s) of Class C3(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 (as amended) (or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification). For the avoidance of doubt, this does not preclude two unrelated people sharing a property.

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.

24) The residential use 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 serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Core Strategy for Manchester and the guidance contained within the National Planning Policy Framework.

25) Prior to the first occupation of a phase of the development hereby approved, details of the number, siting and appearance of bird and bat boxes at the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented and be in place prior to the first occupation of each building within a phase of the development hereby approved and shall thereafter be retained and maintained in situ.

Reason - In the interest of providing habitats for birds and bats and to improve the ecological value of the application site pursuant to policies SP1 and EN15 of the Manchester Core Strategy (2012).

26) Prior to the first occupation of phase 2 of the development, details and specifications of 7 kw fast charging electric car charging points for each dwellinghouse shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of each dwellinghouse of the development and thereafter retained and maintained in situ.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

27) Prior to the first occupation of the apartment building within phase 1, details and specifications of 7 kw fast charging electric car charging points for 20% of the car parking

spaces with the remaining spaces to be fitted with the infrastructure to be adapted at a future stage, shall submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall then be implemented and be in place prior to the first occupation of apartment building of the development and thereafter retained and maintained in situ.

Reason - In the interest of air quality pursuant to policies SP1 and EN16 of the Manchester Core Strategy (2012).

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 garages, extensions, porches, roof alterations, outbuildings or upwards extensions at the townhouses shall be erected other than those expressly authorised by this permission.

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

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

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

30) Notwithstanding the Town and Country Planning (General Permitted Development) Order 2015 (or any order revoking and re-enacting that Order with or without modification), no further development in the form of upward extensions to the apartment buildings shall be undertaken other than that expressly 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.

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

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

32) In this condition "retained tree" means an existing tree, shrub or hedge which is shown as retained within the Arboricultural Impact Assessment received by the City Council, as Local Planning Authority on the 12 July 2021; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the first occupation of the buildings for their permitted use.

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

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

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

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

33) Prior to the first occupation of a phase of the development, a travel plan framework shall be submitted for approval in writing by the City Council, as Local Planning Authority.

In this condition a Travel Plan means a document which includes:

- i) the measures proposed to be taken to reduce dependency on the private car by those living at the development;
- ii) a commitment to surveying the travel patterns of residents during the first three months of the first use of the development and thereafter from time to time
- iii) mechanisms for the implementation of the measures to reduce dependency on the private car
- iv) measures for the delivery of specified travel plan services
- v) measures to monitor and review the effectiveness of the Travel Plan in achieving the objective of reducing dependency on the private car

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

Reason - To assist promoting the use of sustainable forms of travel for residents, pursuant to policies T1, T2 and DM1 of the Manchester Core Strategy (2012).

34) The development hereby approved shall include for full disabled access to be provided to the residents courtyard and communal walkways and via the main entrances of the apartment building.

Reason - To ensure that satisfactory disabled access is provided by reference to the provisions Core Strategy policy DM1

35) No doors (other than those designated as fire exits) shall open outwards onto adjacent pedestrian routes.

Reason - In the interest of pedestrian safety pursuant to policy DM1 of the Manchester Core Strategy (2012).

36) Prior to the first occupation of the apartment building within phase 1, a signage strategy for the buildings shall be submitted for approval in writing by the City Council, as Local Planning Authority. The signage strategy will include timescales for implementation. The approved strategy shall then be implemented for the development and used to inform any future advertisement consent applications for the buildings.

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

37) Prior to the first occupation of a phase of the development hereby approved, a detailed landscaped management plan for the development shall be submitted for approval in writing by the City Council, as Local Planning Authority. This shall include details of how the hard and soft landscaping areas will be maintained including maintenance schedules and repairs. The management plan shall then be implemented as part of the development and remain in place for as long as the development remains in use.

Reason - To ensure that the satisfactory landscaping scheme for the development is maintained in the interest of the character and visual amenity of the area, in accordance with policies SP1, EN9 and DM1 of the Core Strategy.

38) Prior to any above ground works of phase 1, details of the location of and markings for accessible parking spaces for the apartment building hereby approved shall be submitted for approval in writing by the City Council, as Local Planning Authority. The approved details shall be implemented as part of the development of phase 1 and be in place as relevant prior to the first occupation of each of the two apartment buildings within the development. The spaces shall thereafter be retained and maintained in situ.

Reason - To ensure sufficient accessible parking is provided as part of the development pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012).

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
Work & Skills Team
Greater Manchester Police
Environment Agency
Transport For Greater Manchester
Greater Manchester Archaeological Advisory Service
United Utilities Water PLC
Greater Manchester Ecology Unit
Bury Metropolitan Borough Council
Sport England

56 Windsor Road, Prestwich, Manchester, M25 0DE
58 Windsor Road, Prestwich, Manchester, M25 0DE
60 Windsor Road, Prestwich, Manchester, M25 0DE
62 Windsor Road, Prestwich, Manchester, M25 0DE
64 Windsor Road, Prestwich, Manchester, M25 0DE
66 Windsor Road, Prestwich, Manchester, M25 0DE
68 Windsor Road, Prestwich, Manchester, M25 0DE
70 Windsor Road, Prestwich, Manchester, M25 0DE
72 Windsor Road, Prestwich, Manchester, M25 0DE
74 Windsor Road, Prestwich, Manchester, M25 0DE
76 Windsor Road, Prestwich, Manchester, M25 0DE
78 Windsor Road, Prestwich, Manchester, M25 0DE
80 Windsor Road, Prestwich, Manchester, M25 0DE

82 Windsor Road, Prestwich, Manchester, M25 0DE
84 Windsor Road, Prestwich, Manchester, M25 0DE
1 Windsor Crescent, Prestwich, Manchester, M25 0DD
3 Windsor Crescent, Prestwich, Manchester, M25 0DD
5 Windsor Crescent, Prestwich, Manchester, M25 0DD
7 Windsor Crescent, Prestwich, Manchester, M25 0DD
9 Windsor Crescent, Prestwich, Manchester, M25 0DD
11 Windsor Crescent, Prestwich, Manchester, M25 0DD
13 Windsor Crescent, Prestwich, Manchester, M25 0DD
15 Windsor Crescent , Prestwich, Manchester, M25 0DD
17 Windsor Crescent, Prestwich, Manchester, M25 0DD
19 Windsor Crescent, Prestwich, Manchester, M25 0DD
21 Windsor Crescent, Prestwich, Manchester, M25 0DD
23 Windsor Crescent, Prestwich, Manchester, M25 0DD
25 Windsor Crescent, Prestwich, Manchester, M25 0DD
27 Windsor Crescent, Prestwich, Manchester, M25 0DD
29 Windsor Crescent, Prestwich, Manchester, M25 0DD
31 Windsor Crescent, Prestwich, Manchester, M25 0DD
33 Windsor Crescent, Prestwich, Manchester, M25 0DD
35 Windsor Crescent, Prestwich, Manchester, M25 0DD
37 Windsor Crescent, Prestwich, Manchester, M25 0DD
39 Windsor Crescent, Manchester, M25 0DD
41 Windsor Crescent, Prestwich, Manchester, M25 0DD
43 Windsor Crescent, Prestwich, Manchester, M25 0DD
45 Windsor Crescent, Prestwich, Manchester, M25 0DD
47 Windsor Crescent, Prestwich, Manchester, M25 0DD
2 Edenfield Road, Prestwich, Manchester, M25 0EE
4 Edenfield Road, Prestwich, Manchester, M25 0EE
6 Edenfield Road, Prestwich, Manchester , M25 0EE
8 Edenfield Road, Prestwich, Manchester, M25 0EE
10 Edenfield Road, Prestwich, Manchester, M235 0EE
12 Edenfield Road, Prestwich, Manchester, M25 0EE
14 Edenfield Road, Prestwich, Manchester, M25 0EE
16 Edenfield Road, Prestwich, Manchester, M25 0EE
18 Edenfield Road, Prestwich, Manchester, M25 0EE
20 Edenfield Road, Prestwich, Manchester, M25 0EE
22 Edenfield Road, Prestwich, Manchester, M25 0EE
24 Edenfield Road, Prestwich, Manchester, M25 0EE
26 Edenfield Road, Prestwich, Manchester, M25 0EE
28 Edenfield Road, Prestwich, Manchester, M25 0EE
30 Edenfield Road, Prestwich, Manchester, M25 0EE
32 Edenfield Road, Prestwich, Manchester, M25 0EE
34 Edenfield Road, Prestwich, Manchester, M25 0EE, , Manchester, M25 0EE
36 Edenfield Road, Prestwich, Manchester, M25 0EE
38 Edenfield Road, Prestwich, Manchester, M25 0EE
40 Edenfield Road, Prestwich, Manchester, M25 0EE
42 Edenfield Road, Prestwich, Manchester, M25 0EE
44 Edenfield Road, Prestwich, Manchester, M25 0EE
46 Edenfield Road, Prestwich, Manchester, M25 0EE
48 Edenfield Road, Prestwich, Manchester, M25 0EE
50 Edenfield Road, Prestwich, Manchester, M25 0EE
11 White House Avenue, Manchester, M8 4LA
6 Cobb Close, Manchester, M8 4LG
16 White House Avenue, Manchester, M8 4LA

201 Middleton Road, Manchester, M8 4JZ
1 Claythorpe Walk, Manchester, M8 4JQ
3 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
136 Middleton Road, Manchester, M8 4LB
148 Middleton Road, Manchester, M8 4LB
142 Middleton Road, Manchester, M8 4LB
138 Middleton Road, Manchester, M8 4LB
157 Middleton Road, Manchester, M8 4JZ
White House, 193 Middleton Road, Manchester, M8 4JZ
8 Brooklands Road, Crumpsall, Manchester, M8 4JJ
159 Middleton Road, Manchester, M8 4JZ
10 Brooklands Road, Crumpsall, Manchester, M8 4JJ
4 Brooklands Road, Crumpsall, Manchester, M8 4JJ
Lovell Court, Middleton Road, Manchester, M8 4LB
13 White House Avenue, Manchester, M8 4LA
12 White House Avenue, Manchester, M8 4LA
5 Cobb Close, Manchester, M8 4LG
3 Cobb Close, Manchester, M8 4LG
25 White House Avenue, Manchester, M8 4LA
26 Lower Brooklands Parade, Manchester, M8 4JS
16 Lower Brooklands Parade, Manchester, M8 4JS
Flat 4, Lovell Court, Middleton Road, Manchester, M8 4LB
24 Sharnbrook Walk, Manchester, M8 4JW
27 Westthorne Fold, Manchester, M8 4JN
36 Brooklands Road, Crumpsall, Manchester, M8 4JJ
37 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
36 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
27 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
7 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
1 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
1 Cobb Close, Manchester, M8 4LG
13 Gwendor Avenue, Manchester, M8 4LE
4 Sharnbrook Walk, Manchester, M8 4JW
35 Sharnbrook Walk, Manchester, M8 4JW
27 Sharnbrook Walk, Manchester, M8 4JW
30 Westthorne Fold, Manchester, M8 4JN
4 White House Avenue, Manchester, M8 4LA
24 White House Avenue, Manchester, M8 4LA
20 White House Avenue, Manchester, M8 4LA
11 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
1 White House Avenue, Manchester, M8 4LA
15 Sharnbrook Walk, Manchester, M8 4JW
32 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
20 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
16 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
14 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
9 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
156 Middleton Road, Manchester, M8 4LB
6 White House Avenue, Manchester, M8 4LA
26 White House Avenue, Manchester, M8 4LA
19 White House Avenue, Manchester, M8 4LA
40 Lower Brooklands Parade, Manchester, M8 4JS
36 Lower Brooklands Parade, Manchester, M8 4JS
24 Lower Brooklands Parade, Manchester, M8 4JS

22 Lower Brooklands Parade, Manchester, M8 4JS
9 Claythorpe Walk, Manchester, M8 4JQ
4 Claythorpe Walk, Manchester, M8 4JQ
7 Tixall Walk, Manchester, M8 4JG
Flat 5, Lovell Court, Middleton Road, Manchester, M8 4LB
13 Sharnbrook Walk, Manchester, M8 4JW
10 Sharnbrook Walk, Manchester, M8 4JW
1 Sharnbrook Walk, Manchester, M8 4JW
9 Westhorpe Fold, Manchester, M8 4JN
5 Westhorpe Fold, Manchester, M8 4JN
25 Westhorpe Fold, Manchester, M8 4JN
195 Middleton Road, Manchester, M8 4JZ
2 Cobb Close, Manchester, M8 4LG
Annexe At, 4 Cobb Close, Manchester, M8 4LG
42 Lower Brooklands Parade, Manchester, M8 4JS
150 Middleton Road, Manchester, M8 4LB
140 Middleton Road, Manchester, M8 4LB
146 Middleton Road, Manchester, M8 4LB
144 Middleton Road, Manchester, M8 4LB
155 Middleton Road, Manchester, M8 4JZ
40 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
31 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
26 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
33 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
28 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
8 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
2 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
6 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
Flat 9, Lovell Court, Middleton Road, Manchester, M8 4LB
21 Westhorpe Fold, Manchester, M8 4JN
16 Westhorpe Fold, Manchester, M8 4JN
13 Westhorpe Fold, Manchester, M8 4JN
21 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
17 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
10 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
162 Middleton Road, Manchester, M8 4LB
154 Middleton Road, Manchester, M8 4LB
8 White House Avenue, Manchester, M8 4LA
18 Lower Brooklands Parade, Manchester, M8 4JS
12 Claythorpe Walk, Manchester, M8 4JQ
5 Claythorpe Walk, Manchester, M8 4JQ
3 Claythorpe Walk, Manchester, M8 4JQ
9 Sharnbrook Walk, Manchester, M8 4JW
Flat 8, Lovell Court, Middleton Road, Manchester, M8 4LB
Flat 1, Lovell Court, Middleton Road, Manchester, M8 4LB
22 Sharnbrook Walk, Manchester, M8 4JW
17 Sharnbrook Walk, Manchester, M8 4JW
26 Westhorpe Fold, Manchester, M8 4JN
2 Westhorpe Fold, Manchester, M8 4JN
11 Gwendor Avenue, Manchester, M8 4LE
20 Lower Brooklands Parade, Manchester, M8 4JS
15 White House Avenue, Manchester, M8 4LA
11 Claythorpe Walk, Manchester, M8 4JQ
32 Westhorpe Fold, Manchester, M8 4JN

19 Westthorne Fold, Manchester, M8 4JN
39 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
18 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
4 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
15 Gwendor Avenue, Manchester, M8 4LE
34 Lower Brooklands Parade, Manchester, M8 4JS
203 Middleton Road, Manchester, M8 4JZ
9 Tixall Walk, Manchester, M8 4JG
16 Sharnbrook Walk, Manchester, M8 4JW
4 Westthorne Fold, Manchester, M8 4JN
23 Westthorne Fold, Manchester, M8 4JN
11 Westthorne Fold, Manchester, M8 4JN
38 Brooklands Road, Crumpsall, Manchester, M8 4JJ
22 White House Avenue, Manchester, M8 4LA
32 Lower Brooklands Parade, Manchester, M8 4JS
38 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
30 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
24 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
4 Cobb Close, Manchester, M8 4LG
21 White House Avenue, Manchester, M8 4LA
18 White House Avenue, Manchester, M8 4LA
30 Lower Brooklands Parade, Manchester, M8 4JS
14 Lower Brooklands Parade, Manchester, M8 4JS
6 Lower Brooklands Parade, Manchester, M8 4JS
2 Claythorpe Walk, Manchester, M8 4JQ
15 Tixall Walk, Manchester, M8 4JG
11 Tixall Walk, Manchester, M8 4JG
21 Sharnbrook Walk, Manchester, M8 4JW
8 Westthorne Fold, Manchester, M8 4JN
3 Westthorne Fold, Manchester, M8 4JN
6 Brooklands Road, Crumpsall, Manchester, M8 4JJ
5 White House Avenue, Manchester, M8 4LA
3 White House Avenue, Manchester, M8 4LA
2 White House Avenue, Manchester, M8 4LA
164 Middleton Road, Manchester, M8 4LB
8 Claythorpe Walk, Manchester, M8 4JQ
12 Sharnbrook Walk, Manchester, M8 4JW
29 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
22 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
13 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
160 Middleton Road, Manchester, M8 4LB
10 White House Avenue, Manchester, M8 4LA
197 Middleton Road, Manchester, M8 4JZ
8 Lower Brooklands Parade, Manchester, M8 4JS
6 Claythorpe Walk, Manchester, M8 4JQ
5 Tixall Walk, Manchester, M8 4JG
Flat 6, Lovell Court, Middleton Road, Manchester, M8 4LB
Flat 3, Lovell Court, Middleton Road, Manchester, M8 4LB
31 Sharnbrook Walk, Manchester, M8 4JW
25 Sharnbrook Walk, Manchester, M8 4JW
19 Sharnbrook Walk, Manchester, M8 4JW
14 Sharnbrook Walk, Manchester, M8 4JW
11 Sharnbrook Walk, Manchester, M8 4JW
28 Westthorne Fold, Manchester, M8 4JN

22 Westthorne Fold, Manchester, M8 4JN
20 Westthorne Fold, Manchester, M8 4JN
14 Westthorne Fold, Manchester, M8 4JN
7 White House Avenue, Manchester, M8 4LA
17 White House Avenue, Manchester, M8 4LA
158 Middleton Road, Manchester, M8 4LB
152 Middleton Road, Manchester, M8 4LB
10 Lower Brooklands Parade, Manchester, M8 4JS
4 Lower Brooklands Parade, Manchester, M8 4JS
Flat 7, Lovell Court, Middleton Road, Manchester, M8 4LB
Flat 2, Lovell Court, Middleton Road, Manchester, M8 4LB
8 Sharnbrook Walk, Manchester, M8 4JW
5 Sharnbrook Walk, Manchester, M8 4JW
29 Sharnbrook Walk, Manchester, M8 4JW
20 Sharnbrook Walk, Manchester, M8 4JW
18 Sharnbrook Walk, Manchester, M8 4JW
24 Westthorne Fold, Manchester, M8 4JN
33 Sharnbrook Walk, Manchester, M8 4JW
6 Westthorne Fold, Manchester, M8 4JN
1 Westthorne Fold, Manchester, M8 4JN
35 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
44 Lower Brooklands Parade, Manchester, M8 4JS
5 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
23 White House Avenue, Manchester, M8 4LA
28 Lower Brooklands Parade, Manchester, M8 4JS
12 Lower Brooklands Parade, Manchester, M8 4JS
13 Tixall Walk, Manchester, M8 4JG
3 Tixall Walk, Manchester, M8 4JG
6 Sharnbrook Walk, Manchester, M8 4JW
7 Westthorne Fold, Manchester, M8 4JN
18 Westthorne Fold, Manchester, M8 4JN
199 Middleton Road, Manchester, M8 4JZ
19 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
15 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
12 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
25 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
23 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
34 Tarnside House, 2 Counthill Drive, Manchester, M8 4JP
38 Lower Brooklands Parade, Manchester, M8 4JS
9 White House Avenue, Manchester, M8 4LA
2 Lower Brooklands Parade, Manchester, M8 4JS
10 Claythorpe Walk, Manchester, M8 4JQ
7 Claythorpe Walk, Manchester, M8 4JQ
1 Tixall Walk, Manchester, M8 4JG
7 Sharnbrook Walk, Manchester, M8 4JW
14 White House Avenue, Manchester, M8 4LA
3 Sharnbrook Walk, Manchester, M8 4JW
23 Sharnbrook Walk, Manchester, M8 4JW
2 Sharnbrook Walk, Manchester, M8 4JW
17 Westthorne Fold, Manchester, M8 4JN
15 Westthorne Fold, Manchester, M8 4JN
12 Westthorne Fold, Manchester, M8 4JN
10 Westthorne Fold, Manchester, M8 4JN
12 Brooklands Road, Crumpsall, Manchester, M8 4JJ

Appendix 2 – Planning constraints

Article 4 Direction - Removal Of PD Rights Change Of Use From Class C3 To Class C4

Aircraft Safeguarding Zone - Aircraft Safeguarding - Not Affected

Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Less) -

Susceptible to Surf Water Flood (Middle) -

Area Team Boundary - Name: NORTH