

Planning

Growth & Development

Delegated officer report for planning application

Application no. 137751/MO/2023

Date registered valid: 2 August 2023

Proposal: Reserved matters application for consideration of appearance, landscape and scale following outline planning permission referenced 128864/OO/2020 for 25 x 2 storey dwellinghouses (Class C3)

Address: Land Opposite 83-87 Vine Street , Manchester , M18 8SR

Ward(s): Gorton & Abbey Hey Ward

Applicant: Mr Rodney Hogarth Kirkland Developments (Gorton) Ltd

Agent (if any): Mr Michael Stewart Michael Stewart Architecture

Case officer: Sue Wills
Tel: 0161 234 4524
Email: sue.wills@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 9 November 2023

Application details

Type of application: Reserved Matters Consent

Development type: Major Dwellings

Date of site visit:

Standard consultations:

Printed: 11 August 2023 Expired: 1 September 2023

Neighbour notifications

Printed: 11 August 2023 Expired: 1 September 2023

Site notice

Posted: 23 August 2023 Expired: 13 September 2023

Press advert

Published: 15 August 2023 Expired: 29 August 2023

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

The site is bounded by the Manchester to Marple railway to the north, a recently built housing development comprising 46 dwellinghouses to the south (planning ref 104855/FO/2014/N2), traditional terraced housing to the east, and the Enterprise Trading Estate to the west. With the exception of the small trading estate and a terrace of small local shops on Constable Street further to the west, the area is largely residential.

The topography of the developable area of the site is predominantly flat. The site is irregular in shape and is a brownfield site. The land has no buildings, and has been vacant since railway maintenance buildings have been removed and the branch railway line dismantled with the subsequent infilling of the cutting, in approx. 1999. The previous use of the land was an electricity transformer and railway maintenance buildings used by British Rail/ Rail track until the 1990's. The northern area of site comprises a steeply sloping embankment running from east to west (which falls away to the Manchester to Marple rail line), which cannot be developed. There is also a 10m no build zone required by Network Rail, which is measured from the fence line forming the boundary to Network Rail's land at the bottom of the embankment. Access is currently provided from Vine Street directly to the south of the railway cutting. The site is not located within a Conservation Area, and there are no listed buildings in close proximity to the site. The site has previously been granted planning approval for a part single part two storey specialist rehabilitation and recovery facility (Class C2) in July 2013 (ref: 102193/FO/2013/N2), but this development was not implemented.

Outline planning permission for access and layout only, in connection with the development of 25 two storey houses accessed from Vine Street, with all other matters are reserved was approved subject to a section 106 agreement in relation to the delivery of affordable housing on 10th March 2023.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of development

Consent is sought for reserved matters for consideration of appearance, landscape and scale, following outline planning permission referenced 128864/OO/2020 for 25 x 2 storey dwellinghouses (Class C3) which approved the layout of the site and access to it from Vine Street.

A variety of house types are proposed, comprising a mix of 15 two bedroom, 9 three bedroom and 1 four bedroom houses, in the form of 12 no. 2 bedroom 3 person semi detached , 3 no. 2 bedroom 3 person terrace, 6 no. 3 bedroom 4 person semi detached, 3 no. 3 bedroom 4 person terrace, and 1 no. 4 bedroom 5 person detached .The proposed two storey houses would be contemporary in appearance , but would be formed with traditional materials Each house would have a front and rear garden. The tenure for all the proposed houses would be affordable rent being delivered through a registered provider (Southway Housing).

Access was approved at the Outline stage of the planning process, being taken from Vine Street at a location to the south of the existing access to the site, with the existing dropped cross over being reinstated. The access and layout in the form of a spine road running east west from Vine Street through the centre of the site , which terminates in a turning head at the western end of the site , with houses located to the north and south of the proposed road, orientated to face onto the street would be as the previously approved scheme.

Consultations & Notification Responses

The application has been advertised on site on 23rd August 2023, and in the press on 15th August 2023.

Local Residents – 3 emails raising concerns and objections have been received.

One local resident references the presence of three mature street trees in the vicinity of the site on Vine Street , and queries where the access to the site would be located . They refer to what they consider to be the tight nature of the site access and that Vine Street is busy with parked cars. In addition, they raise concerns in regard to noise, dust , dust , construction vehicles and inconvenience resulting from the proposed development.

Reference is also made to drainage matters citing that they have had to have drains unblocked due in their view to too many houses being connected to the existing drainage system, and they feel that water pressure has reduced in the locality.

The resident was subsequently advised in regard to the outline planning approval , the location of the access, the retention of two of the three street trees has formed part of the outline consent , and the conditions relating to drainage were attached to the outline planning approval.

They responded further supporting the retention of two street trees , and welcomed surface water drainage being taken into consideration.

Another resident advised that asbestos was found at the site in 2020 , but not in the 2023 survey and queries whether the surveys checked the same areas. They also state that the report accompanying the application shows contaminated soil is present on the site and question how this would be treated /removed from the site . They also questioned the

construction hours and duration of the potential build period, and parking arrangements for the construction workers.

Three emails have been received from a third resident (1 referenced as being in support , another as being neutral comments and the other referencing the comments as an objection). The content of each of these emails is the same.

The matters raised are :

- Concerns that the submitted plans do not show accurate measurements, explanations and positions relative to the existing houses to the south on Grapevine Avenue (concerning landscaping and overlooking). They feel the plans could be made more legible and with summary of significance to neighbours.
- The cross section from railway to Grapevine Ave slopes and water absorption/ run off/ seeping into adjacent gardens where there is a gradient, even if slight. No measurements have been provided in relation to the gradient of the slope in relation to the southern boundary. They query how the cross sections were ascertained. They have concerns that water will flow from the sloping gardens within the development in proximity to the southern boundary of the site onto their garden, which is of concern as their garden slopes down to their house. Furthermore, they suggest that their garden would become waterlogged.
- Reference is also made to drainage issues .
- They seek confirmation of numbers and species of trees to be planted and seek clarity how trees on the slope to the railway would be retained.
The diagram showing train track and slopes suggests new trees are to be planted, but on another diagram (viewed from above) the trees drawn with black outline (landscape proposal) along the track were shown to not be affected by construction work. They also suggest that thinning and tidying of the area would lead to the reduction of fly tipping and harm to wildlife.
- The bird and bat boxes are appreciated, but they feel the planting of trees is better.
- They question how contamination within the ground will be treated , raising concerns about the potential pollution of ground water if any contamination is disturbed, and whether contaminated water would seep into their gardens.
- They suggest that aquifer could be used as a water source and query if trees are removed then how does the aquifer replenish and is it stable enough to build on? Earthworks depths shows that where the trees are, there is depth of viable soil.
- They agree that culvert tranches should be done, but diagrams should also show the impact in relation to Grapevine Avenue, if these tranches are to be done at various points on the site.
- They refer to Cornbrook , and question what consideration has been given to water flow and protection, and advise the aquifer and ground water flow could be tapped into for growing food.
- They state that the materials seem to be in keeping the look and feel of Grapevine Ave and local terraces.
- This should not be a development for the aim of financial profit only, as social, ecological health and wellbeing are part of what developing neighbourhoods is about.
- The site has previously been used by dog walkers and they would like to see some of the site being available for use to the local community. The area near Vine Street has a diversity of plants, and they suggest a forest garden and food growing area with composting facilities would be good to establish for community benefit. They further advise 25 houses may be a tight fit and to make room for some human-nature interaction and conservation in this area would be an asset.
- They comment that although the ecology report sounds good, enhancements are tokenistic rather than truly conservational, with no research to support if the measures are effective.

- Parking and traffic flow will be problematic if the entrance is on Vine Street because the houses on Vine Street do not have off street parking.
- They summarise that they would like to retain the trees, for there to be fewer houses (20?) and more room to retain the trees and use for community benefit.
- They also query the tenure of the proposed houses ,and do not object to affordable housing.

Environmental Health- have reviewed the information submitted

With regard to the Phase II report, the gas assessment is ongoing, and the results will need to be submitted when available. In addition, no information has been provided which shows the locations of the boreholes and trail pits at the site, this will need to be submitted.

Further comments -17.09.2023

On the basis of the clarification that the reference to the hospital in the Desk Study, is referenced when it considers earlier Phase 1 and II reports relating to this site ,a and the hospital scheme was never implemented at the site, and the reference in the last line of paragraph 1.4 below in an error, as E3P did not draft the Desk Study Report, they have advised that the points they raised earlier have been addressed , but that the results of the additional ground gas monitoring and confirmation of the locations of the boreholes and trail pits at the site will be required.

Further comments – 06.10.2023

Have advised the clarification over the hospital and the author of the Desk Study is fine and addresses the points raised, but re-iterate that the results of the additional ground gas monitoring and confirmation of the locations of the boreholes and trail pits at the site would be required.

Design for Security - Having advised that they have previously viewed the plans and noting the preliminary Crime Impact Statement, and would be happy to support the application at this stage, and would recommend that when full permission is sought the applicant should also submit a full CIS with the application.

However, a Crime Impact Statement drafted by Design for Security accompanied the outline planning submission , and at the outline stage Design for Security officers recommended that a condition to reflect the physical security specifications set out in section four of the Crime Impact Statement should be added, if the application is to be approved, and this was actioned.

Network Rail – requires that the applicant agree a number of matters with Network Rail as the proposal has an interface with the existing operational railway relating to :

- the requirement for a condition regarding the submission of a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway;
- the installation of trespass proofing fencing to a height of 1.8m.
- the development must not affect the safety, operation or integrity of the operational railway;
- the lighting design must not give rise to overspill of light onto Network Rail land;
- details of any scaffolding which is to be constructed within 10 metres of the railway;
- submission of a risk assessment and method statement prior to any vibro-impact works on site;
- demolition works on site must be carried out so that they do not endanger the safe operation of the railway, or the stability of the adjoining Network Rail structures and land. The demolition of the existing building(s), due to its close proximity to the Network Rail boundary, must be carried out in accordance with an agreed method statement.

- site drainage and impacts to the railway, and seek a condition to require that the disposal of both surface water and foul water drainage is directed away from the railway;
- full details of ground levels, earthworks and excavations to be carried out near to the railway boundary to be submitted for consideration;
- a 3m gap is required between the buildings and structures on site and the railway boundary;
- recommend the developer engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once they take up occupation of the dwellings;
- details to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future;
- no trees shall be planted next to the boundary with the railway land and the operational railway to prevent long term issues with leaf fall impacting the operational railway;
- recommend that a condition to require the details of appropriate vehicle safety protection measures along the boundary with the railway to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway;
- advise that a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The above comments have been shared with the planning agent.

They further advise that Network Rail land must not be included in the proposal / red line location plan area. Where any works are proposed the applicant is advised to contact: PropertyServicesNWC@networkrail.co.uk in addition to any planning consultation comments to determine if the proposal will impact any Network Rail land ownership rights or any rights of access for the avoidance of doubt.

Further comments following Network Rail being made aware planning submission included information with a view to addressing the conditions they had sought be attached at the outline planning stage 27.10.2023 –

As per the original email this proposal they will require an interface with Network Rail's (NR) Asset protection team (ASPRO), and they will need to review and agree the documentation submitted via engagement with a BAPA (basic asset protection agreement). So as per the response the applicant before commencing any works on site must submit the attached form to AssetProtectionLNWNorth@networkrail.co.uk

They cannot recommend the discharge the conditions without agreement to the documents from their asset protection team who will inform them and the applicant of whether the works on site and the supporting documentation meet with their approval.

Further comments 07.11.2023 - the existing BAPA which covers the scheme in its entirety and allows NR to provide the necessary attendance going forward. However, the associated conditions referenced in the latest comments will need to remain until such time that the associated information is provided for Network Rail's review.

Further comments 08.11.2023 - the conditions do not stop the contractor/developer starting work in areas excluding the Northern boundary. The conditions will be discharged as the associated construction information is provided.

The Coal Authority - The application site does not fall within the defined Development High Risk Area, there is no requirement for a Coal Mining Risk Assessment to be submitted.

Flood Risk Management – confirmed the acceptance of a conditioned approach to surface water drainage and matters relating to the potential location of a culverted watercourse in regard to the outline consent .Relevant conditions were suggested at that time .

In regard to the information submitted with a view to satisfying the requirements of condition nos.19 and 20 - further information is required .

The supporting information in relation to conditions 19 and 20 includes a culvert trench excavation which was undertaken to determine if a culverted ordinary watercourse is located within the site boundary.

The investigation indicated a 15-meter trench would be excavated to a depth of 6-meters. The image demonstrated within, "Plate 5 Excavation for Culvert Trench (Eastern Sector)", shows the trench to be much shorter than alluded to within figure 5.1 (Culvert Trench Location Plan).

They have also highlighted information which needs to be submitted in relation to condition 20.

In relation to condition 19 / layout:

Further evidence must be provided in order to demonstrate the excavation has been completed to the required specifications (15-meters long x 6-meters depth) as approved under application number 128864/OO/2020.

As this application is in relation to layout this information is crucial to determine, if culvert re-routing and maintenance easements can be achieved.

In relation to condition 20 (drainage strategy):

- o Notwithstanding the historic site investigation (report AG3211-20-AL43 by Applied Geology), the strategy should demonstrate maximised integration of green SuDS components to retain the baseline drainage characteristics of the greenfield site.
- o Evidence that front driveway surfacing > 5m² is designed with permeable materials (such as permeable paving or permeable asphalt) in line with Government Guidance <https://www.gov.uk/government/publications/permeable-surfacing-of-frontgardens-guidance>
- o Where reasonably practicable, for greenfield development, the runoff volume from the development in the 1 in 100 year, 6 hour rainfall event should never exceed the greenfield runoff volume for the same event (suggested components are water butts, rainwater harvesting or similar interception method).
- o Hydraulic modelling must include all engineering parameters such as manhole schedule. Modelling nodes also needs to accurately correlate with drainage layout.
- o Assessment of overland flow routes for extreme events that is diverted away from buildings (including basements). Overland flow routes need to be designed to convey the flood water in a safe manner in the event of a blockage or exceedance of the proposed drainage system capacity including inlet structures. A layout with overland flow routes needs to be presented with appreciation of these overland flow routes with regards to the properties on site and adjacent properties off site.
- o Where surface water is connected to the public sewer, 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.
- o Demonstrate embedded design within masterplan and foundation design such that:
 - If a culvert is proven present, the proposal should be revised appropriately to protect the culvert and existing/proposed properties.
 - If no culvert is found, embedded design should mitigate the residual risk of a culvert existing but not having been found through investigation.
- o The capacity standards applied in Flood Risk Assessment and Drainage Strategy (VSG-SHD-00-ZZ-RP-C-0001) should be maintained through all design iterations such that flooding does not occur during a 1 in 100 year rainfall event with allowance for 40% climate change in any part of a building.
- o Section details of proposed hydro-brake must indicate top water level for 1:1, 1:30, 1:100 + 40% climate change. To deem if the structure is acceptable and/or provide safeguarding measures, due to 'overflow pipework

United Utilities – No comments received , but at the Outline planning application stage they requested that conditions reacting to surface water drainage based on the hierarchy of drainage options in the NPPF ,including a restricted flow rate to the public sewer , together with the submission of a sustainable drainage management and maintenance plan for the development are attached to any approval. They have also advised that there are water mains in the vicinity

of the proposed development site, and that whilst this infrastructure is located outside the site, the applicant must comply with their 'Standard Conditions for Works Adjacent to Pipelines'.

Highways Services – Have advised that the site is considered to be suitably accessible by sustainable modes and is in close proximity to a range of public transport facilities including bus and train services. Furthermore, that given the size of the development they anticipate 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 site access, the applicant has had to consider the position of existing mature trees on Vine Street as well as proximity to the junction opposite (Burstead Street). On balance, the position of the proposed vehicle access is acceptable since it provides retention for the greatest number of trees whilst also avoiding an unwanted crossroads arrangement with Burstead Street. The junction geometry is also acceptable and sufficient visibility is provided. Submitted plans show that tactile paving and dropped-kerbs will be provided at the site access junction. Double yellow line parking restrictions (in the form of a traffic regulation order) are required at the junction in order to obtain suitable levels of visibility, however, these have not been shown on submitted plans.

An off site highway condition is therefore recommended.

Regarding the site layout, the carriageway and footway width is acceptable (5.5m and 2m) and where these are provided, the road is adoptable. Driveway parking and secure cycle storage is provided for each property which is acceptable to Highways. Each dwelling should have electric vehicle charging provision.

In relation to waste collection it has been verified through swept path submission that a large refuse vehicle can enter and exit the development in forward gear. The bin storage proposals are acceptable from a highway perspective. Alterations to the existing western footway of Vine Street are required and it should also be resurfaced adjacent to the development.

Given that existing trees block a significant proportion of the Vine Street footway located south of the site access, Highways request additional footway width is provided as part of the proposals. Such alterations would need to be undertaken through S278 agreement.

The framework travel plan is acceptable and it is recommended that a full travel plan be conditioned as part of any planning approval.

As part of any approval a Construction Management Plan should also be conditioned which should also include a highway dilapidation survey including photographs and commentary on the condition of carriageway/footways on construction vehicle routes surrounding the site.

Further comments in respect of the submitted information in regard to addressing the conditions relation to the Construction Management Plan and highway works 30.10.2023 –

there appears to be no on-site parking provision for staff/contractors. The area has lots of terraced housing without driveway provision and so it appears there are already existing parking pressures in the vicinity of the site. They request that the site layout/CMP is updated to provide some internal parking provision together with info on promoting sustainable travel for construction staff. Furthermore, traffic management has not been detailed within the CMP although they are satisfied that this would be assessed/approved by Highways Applications and Network Resilience team with any subsequent TM permit application.

Further comments 01.11.2023

The statutory approvals team have had a look and have agreed that generally, the proposals are satisfactory but will be assessed/agreed further as part of the formal S278/S38 application. At this stage, they have also made the following comments:

- the adopted internal carriageway would need to be standard black-top;
- The turning area on the S38 part of the works (in the bottom left hand corner) might require TROs to protect this together with 20mph TRO;
- Double-yellow TROs will be required at the Vine Street access to retain visibility.

They also note there is also a condition (no. 11) for a repaving strategy and footway reinstatement of redundant vehicle crossings on Vine Street, but such works are not shown on the submitted plans.

GMEU – Have no overall objections to the application on Ecology grounds, but would advise –

- Although no signs of Badgers were recorded on site during recent surveys, Badgers have been recorded further along the railway line, and they are mobile in their habits. They would recommend that the applicant is advised about the possible presence of Badgers on the site, and of the need to repeat survey work if site clearance works do not commence within 12 months of the most recent survey (*May 2023*)
- They raise concerns about the comment on the Landscaping Plan (*dwg ref SE0920-04_D01_GS*) within the vegetated buffer zone between the development and the railway line to *'retain as many trees as possiblesubject to engineering and construction constraints'*. They would prefer if a commitment could be made to replace any trees lost within this buffer zone, to avoid the risk of significant tree clearance being undertaken without appropriate compensation for tree losses.

- No vegetation clearance required to facilitate the development should take place during the optimum time of year for bird nesting (March to August inclusive) unless nesting birds have been shown to be absent by a suitably qualified person.

- They regard the Biodiversity Enhancement Measures as proposed to be acceptable

Updated comments 10.10.2023

GMEU are satisfied with the amended annotation relating to tree planting on the landscaping plan.

Arboricultural officers - Have advised that they have no objection to the proposals.

Policy Context

National Planning Policy Framework (September 2023)

The revised NPPF was adopted in early 2019 and subsequently revised in July 2021 and September 2023. It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below. The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7). In order to achieve sustainable development, the NPPF states that the planning system has three overarching objectives – economic, social and environmental (paragraph 8).

Section 5 'Delivering a sufficient supply of new homes' states that in order to support the Government's objective of significantly boosting the supply of homes, 'it is important that a sufficient amount and variety of land can come forward where it is needed, that the needs of groups with specific housing requirements are addressed and that land with permission is developed without unnecessary delay' (paragraph 60).

With regards to affordable housing, paragraph 65 states that where major developments are proposed involving the provision of housing, planning policies and decisions should expect at

least 10% of homes to be available for affordable home ownership, unless this would exceed the level of affordable housing required in the area, or significantly prejudice the ability to meet the identified affordable housing needs of specific groups.

Section 8 'Promoting Healthy and Safe Communities' states that planning policies and decisions should aim to achieve healthy, inclusive and safe places (paragraph 92).

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 105). Developments should only be prevented or refused on highways grounds if there would be an unacceptable impact on highway safety, or the residual cumulative impacts on the road network would be severe (paragraph 111).

Within this context, applications for development should:

- a) give priority first to pedestrian and cycle movements, both within the scheme and with neighbouring areas; and second – so far as possible – to facilitating access to high quality public transport, with layouts that maximise the catchment area for bus or other public transport services, and appropriate facilities that encourage public transport use;
- b) address the needs of people with disabilities and reduced mobility in relation to all modes of transport;
- c) create places that are safe, secure and attractive – which minimise the scope for conflicts between pedestrians, cyclists and vehicles, avoid unnecessary street clutter, and respond to local character and design standards;
- d) allow for the efficient delivery of goods, and access by service and emergency vehicles; and
- e) be designed to enable charging of plug-in and other ultra-low emission vehicles in safe, accessible and convenient locations (paragraph 112).

All developments that will generate significant amounts of movement should be required to provide a travel plan, and the application should be supported by a transport statement or transport assessment so that the likely impacts of the proposal can be assessed (paragraph 113).

Section 11 'Making effective use of land' states that 'planning decisions should promote an effective use of land in meeting the need for homes and other uses, while safeguarding and improving the environment and ensuring safe and healthy living conditions' (paragraph 119).

Decisions should support development that makes efficient use of land, taking into account:

- a) the identified need for different types of housing and other forms of development, and the availability of land suitable for accommodating it;
- b) local market conditions and viability;
- c) the availability and capacity of infrastructure and services – both existing and proposed – as well as their potential for further improvement and the scope to promote sustainable travel modes that limit future car use;
- d) the desirability of maintaining an area's prevailing character and setting (including residential gardens), or of promoting regeneration and change;
- and e) the importance of securing well-designed, attractive and healthy places. (paragraph 124).

Where there is an existing or anticipated shortage of land for meeting identified housing needs, it is especially important that planning decisions avoid homes being built at low densities, and ensure that developments make optimal use of the potential of each site.

Paragraph 125 (c) states that Local Planning Authorities should refuse applications which they consider fail to make efficient use of land, taking into account the policies in the NPPF. In this context, when considering applications for housing, authorities should take a flexible approach

in applying policies or guidance relating to daylight and sunlight, where they would otherwise inhibit making efficient use of a site (as long as the resulting scheme would provide acceptable living standards).

Section 12 'Achieving Well Designed Places' states that 'the creation of high quality buildings and places is fundamental to what the planning and development process should achieve. Good design is a key aspect of sustainable development, creates better places in which to live and work and helps make development acceptable to communities. Being clear about design expectations, and how these will be tested, is essential for achieving this' (paragraph 126).

Planning decisions should ensure that developments:

- a) will function well and add to the overall quality of the area, not just for the short term but over the lifetime of the development;
- b) are visually attractive as a result of good architecture, layout and appropriate and effective landscaping.

The NPPF is clear that planning permission should be refused for development of poor design that fails to take the opportunities available for improving the character and quality of an area and the way it functions, taking into account any local design standards or style guides in plans or supplementary planning documents.

Conversely, where the design of a development accords with clear expectations in plan policies, design should not be used by the decision-maker as a valid reason to object to development. Local planning authorities should also seek to ensure that the quality of approved development is not materially diminished between permission and completion, as a result of changes being made to the permitted scheme (for example through changes to approved details such as the materials used). (paragraph 135).

Section 14 'Meeting the challenge of climate change, flooding and coastal change' states that the planning system should support the transition to a low carbon future in a changing climate, taking full account of flood risk and coastal change. It should help to: shape places in ways that contribute to radical reductions in greenhouse gas emissions, minimise vulnerability and improve resilience; encourage the reuse of existing resources, including the conversion of existing buildings; and support renewable and low carbon energy and associated infrastructure (paragraph 152).

Section 15 'Conserving and Enhancing the natural environment' states that planning decision should contribute and enhance the natural and local environment by protecting valued landscapes, minimising impacts on and providing net gains for biodiversity, preventing new and existing development from contributing to unacceptable levels of soil, air, water or noise pollution or land instability and remediating contaminated land. Paragraphs 10, 11, 12, 13 and 14 of the NPPF outline a "presumption in favour of sustainable development". This means approving development, without delay, where it accords with the development plan and where the development is absent or relevant policies are out-of-date, to grant planning permission unless any adverse impacts of doing so would significantly and demonstrably outweigh the benefits when assessed against the NPPF.

Planning Practice Guidance (PPG)

The relevant sections of the PPG are as follows:

Noise

This section 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.

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

- engineering: reducing the noise generated at source and/or containing the noise generated.
- layout: where possible, optimising the distance between the source and noise-sensitive receptors and/or incorporating good design to minimise noise transmission through the use of screening by natural or purpose-built barriers, or other buildings.
 - using planning conditions/obligations to restrict activities allowed on the site at certain times and/or specifying permissible noise levels differentiating as appropriate between different times of day, such as evenings and late at night, and;
- mitigating the impact on areas likely to be affected by noise including through noise insulation when the impact is on a building.

Design

This section 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

This section 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

This section 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.

Places for Everyone Plan

The Places for Everyone Plan is a Joint Development Plan Document, providing a strategic plan and policies, for nine of the 10 boroughs which make up Greater Manchester. Once the Places for Everyone Plan is adopted it will form part of Manchester's development plan.

To date, five consultations have taken place in relation to the Plan. The Examination of the Plan, following its submission in February 2022, began in November 2022. Following the completion of the Examination of the Plan, main modifications have now been proposed which will now become the subject of further public consultation.

The City Council's Executive agreed the Main Modification on 4 October 2023 and endorsed an 8 week period of public consultation on the Main Modifications commencing no earlier than 9 October 2023.

Any representations will be forwarded to the Examination team managing the Plan. The Inspectors will consider all representations on the proposed Modifications before finalising the examination report.

Given the stage the Plan has reached, and level of public consultation and scrutiny it has received, the Plan and its policies are now a material planning consideration in the determination of planning applications. The Plan and its policies must therefore be given significant weight in the planning

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 was adopted in July 2012 and is the key document in the Local Development Framework. It 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 and 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). Section 38(6) of the 2004 Act requires planning applications to be determined in accordance with the provisions of the Development Plan unless material considerations indicate otherwise. The NPPF also refers to this requirement.

The relevant policies within the Core Strategy are as follows:

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 quality neighbourhood for residents to live in. Consideration has been given to minimising the impact on existing local residents along with promoting a sustainable development.

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, including regular bus and train services. This is a reserved matters scheme, which includes 100% provision of cycle storage and electric charging points, these aspects of the scheme would be conditioned. It is considered that the scheme would accord with the broadly aspirations set out in policy T1.

Policy T2 'Accessible areas of opportunity and needs'. It is considered that the proposed development is in a sustainable location and is close to forms of public transport including rail services at Constable Street, and bus services on Abbey Hey Lane and Ashton Old Road, and would have a minimal impact on the local highway network and encourage the use of other forms of transport.

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. Policy H1 prioritises residential development on previously developed land, in particular through the re-use of vacant housing or other existing buildings. The redevelopment of this brownfield site would accord with policy H1. The development will form a medium density residential scheme (41 dwellings per hectare) within an area of East Manchester that is expected to accommodate housing growth. Consideration has been previously at outline planning stage given to the access and the layout of the housing along with prioritising the re-use of the

previously developed site. In addition, the proposal will also provide accommodation which will be attractive to a diverse range of housing needs through varying accommodation size. The proposed accommodation would comprise a mix of 2, 3 and 4 bed houses (25 in total). These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H4 'East Manchester' will be the focus for 30% of new residential development over the plan period, with priority given to high quality development and provision of family housing. Higher density housing will be permitted in certain areas of East Manchester, including Gorton district centre when part of a mixed-use scheme. The proposed development would accord with policy H4 by facilitating the delivery of a wide range of new affordable accommodation consisting of 2,3 and 4 bedroom family houses in the Gorton and Abbey Hey ward.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. The proposed housing will be of an affordable tenure, providing 25 houses (100% provision) for affordable rent increasing access to new affordable homes in the East Manchester area. Further details will be provided in the main body of the report in this regard.

Policy EN1 'Design principles and strategic character areas'. Outline planning consent for access and layout was approved previously, with matter under current consideration comprising scale, appearance and landscaping.

Policy 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 CO2 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 CO2 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. The outline application was submitted with information confirming that the dwellings would be built to a high sustainable standard all in accordance with current building regulations Part L1A and sustainable environmental planning policies. Furthermore, the Dwelling Emission Rate would have a betterment over the Target Emission Rate, Building Regulations Part L 2012 by 9.92% in relation to Domestic CO2 emissions reduction targets.

Policy EN 8 'Adaptation to Climate Change' states that all new development will be expected to be adaptable to climate change in terms of the design, layout, siting and function of both buildings and associated external spaces.

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. Due to the brownfield nature of the site and current vacant use, there are self seeded trees, and areas of unkempt grass currently present on the site. The proposed development would involve the remediation of the site, and enable opportunities to create improved areas of green infrastructure as part of the development proposals in the form of well sized amenity spaces, and landscaping.

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 value in ecology terms and appropriately worded conditions have been recommended to protect any nesting birds, to explore the potential use of the site by badgers, and provide ecological enhancement through the development.

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 EN18 'Contaminated Land' states that the Council will prioritise remediation of contaminated land. The applicant has provided details relating to ground conditions and further investigative work would be needed to confirm the findings of the provisional details and determine the levels of mitigation required.

Policy 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.

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 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 consideration to appearance, scale and landscaping, with access to the site, together with the layout of the development along with providing solutions to prevent noise ingress, crime, refuse and car and cycle parking being considered at the outline stage of the planning process. The proposal also meets the City Council's space standards.

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:

Saved 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. The proposal meets City Council spaces standards and will be accessible for all residents of Manchester.

Saved policy DC26, Development and Noise, states that the Council intends to use the development control process to reduce the impact of noise on people living and working in the City. In particular, consideration will be given to the effect of new development proposals which are likely to be generators of noise. Conditions will be used to control the impacts of developments. The proposal has been designed to minimise the impact on future residents from existing noise sources, including traffic, and the railway and Trading Estate adjacent to the application site. Further mitigation would be secured by planning condition.

Saved UDP policy GO5b identifies sites that are allocated for new residential development and will contribute to the regeneration of Gorton North and South and the Plan's overall housing land availability. The site at Vine Street is identified on this list and on the proposals map, as an allocated housing site. For the reasons given below, it is considered that the proposal is consistent with the policies contained within the UDP.

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; Paragraph 2.7 states that encouragement for "the most appropriate form of development to enliven neighbourhoods and sustain local facilities. The layout of the scheme and the design, scale, massing and orientation of its buildings should achieve a unified form which blends in with, and links to, adjacent areas.

Paragraph 2.8 suggests that in areas of significant change or regeneration, the future role of the area will determine the character and design of both new development and open spaces. It will be important to ensure that the development of new buildings and surrounding landscape relates well to, and helps to enhance, areas that are likely to be retained and contribute to the creation of a positive identity.

Paragraph 2.14 advises that new development should have an appropriate height having regard to the location, character of the area and specific site circumstances. Although a street can successfully accommodate buildings of differing heights, extremes should be avoided unless they provide landmarks of the highest quality and are in appropriate locations. Paragraph 2.17 states that vistas enable people to locate key buildings and to move confidently between different parts of the neighbourhood or from one area to another. The primary face of buildings should lead the eye along important vistas. Views to important buildings, spaces and

landmarks, should be promoted in new developments and enhanced by alterations to existing buildings where the opportunity arises.

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)

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

Providing for Housing Choice - Supplementary Planning Document & Planning Guidance This document provides guidance about the mix of new housing required in Manchester, and seeks to deliver affordable housing provision. Paragraph 5.58 outlines where there may be exceptions to providing affordable housing within a proposed development. This criteria includes where the financial impact of the provision of affordable housing, combined with other planning obligations would affect scheme viability. As part of the earlier outline planning application submission the applicant submitted an affordable housing statement which committed to the delivery of 100% affordable housing, which would be delivered through a registered provider (housing association). This matter formed part of a section 106 agreement.

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. 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.

East Manchester Strategic Regeneration Framework (2008 – 2018)

The SRF sets out a number of strategic objectives and frameworks for East Manchester. The document advocates the need for a greater range of housing types, a need to develop a wider choice for local residents, to support new mechanisms that help people to gain a stake in the housing market and for an increase in larger housing types that are suitable for families.

Eastlands Regeneration Framework (March 2019)

The framework builds on the East Manchester SRF. It is envisaged that the ERF area will accommodate a significant number of new homes over the next 15 years, for existing and future residents, to provide a range and mix of residential accommodation which includes both affordable and higher value homes to attract and retain residents at this end of the market. In respect of the issue of affordability of homes for East Manchester residents and the residential strategy for the ERF area must ensure that the nature and form of new housing provision takes account of this situation – delivering a balanced range of housing types and tenures that operate at all price points and meet the needs of Manchester and its residents in the short, medium and long term.

Issues

Publicity

The proposal, by virtue of the number of residential units, has been classified as a small scale major development. As such, the proposal has been advertised in the local press (Manchester Evening News) on 15th August 2023, and site notices were displayed at locations around the application site on 23rd August 2023. In addition, notification letters have been sent to local residents and businesses in the local area on 11th August 2023.

Climate Change

Climate change is a key factor in the consideration of the proposed development, and key issues, including air quality, flooding and environment standards are considered in detail in the following sections.

Principle of Development

The application site is located within the Gorton & Abbey Hey ward of the City. Policy SP1 states that the emphasis should be placed 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. This area of the City is a focus for the provision of new residential accommodation on areas of previously developed land. The principle of the development of 25 units of accommodation has been established through the previously approved outline planning application (ref: 128864).

It is considered that the most important policies for determining this planning application relate to appearance, and scale of the proposed development together with associated landscaping. The provision of 25 units of accommodation, including 100% affordable housing, would further boost the supply of much needed new homes in the City in a location, where new housing remains a priority for the City Council. The application site comprises a vacant brownfield site, and as such, the development accord with the principles of Policies SP1, H1 and H4. Furthermore, the site is allocated for housing under saved UDP Policy GO5 which was carried over on adoption of the Core Strategy in 2012 and forms part of the Development Plan. Whilst the site is identified in the Council's Open Space and Recreational Needs Assessment 2009 as natural open space, this is private land which does not have public access and is a brownfield site. It is therefore considered on balance that the principle of the development is consistent with the planning policy framework. However, there are detailed matters that require particular attention. This report will therefore consider the relevant specific policies and material considerations and determine whether any undue harm would arise as a consequence of the development.

Proposed Residential Accommodation

There is an identified need for housing in Manchester to meet the growing population and workforce. In line with the requirements in the NPPF, the mix of housing has been designed to

take into consideration existing and future housing needs in this area of City. The proposal includes a mix of house sizes and would comprise 100% affordable rent properties, which would support the Council's residential growth strategy in addition to meeting the NPPF requirements. The homes have been designed to meet the Council's clear design aspirations and requirements as set out in the Residential Quality Guide. This includes the provision of front and rear garden spaces to support place making.

Affordable Housing

Policy H8 sets out how developments should respond to the 20% contribution of affordable housing across the City. Using 20% as a starting point, developers should look to provide new houses that will be for social or affordable rent with a focus on affordable home ownership options. Any requirement or not for affordable housing will be based upon an assessment of a particular local need, a requirement to diversify the existing housing mix and the delivery of regeneration objectives. An applicant may be able to seek an exemption from providing affordable housing, or a lower proportion of affordable housing, a variation in the mix of affordable housing, or a lower commuted sum, should a viability assessment demonstrate that a scheme could only deliver a proportion of the 20% target; or where material considerations indicate that intermediate or social rented housing would be inappropriate. Examples of these circumstances are set out in part 4 of Policy H8.

The previously approved outline application was accompanied by an Affordable Housing Statement, which outlined that the viability of the scheme has been considered in line with best practice. The applicant had been able to agree the provision of affordable housing with Southway Housing Trust who are a registered provider. This will deliver 25 (100%) affordable housing units (15 two bed roomed, 9 three bed roomed and 1 four bed roomed house) to comprise 25 Affordable Rent properties. Following handover of the completed units the registered provider will, in respect of the affordable rent, own and manage the units and be responsible for their future lettings and maintenance. In terms of affordability the following applies;

- Rent levels for the affordable rent units will be set at up to 80% of market rent, but no higher than local housing allowance.
- The disposal of the affordable rented properties to an affordable housing provider will ensure that those units remain affordable in perpetuity, unless disposed of under an affordable housing provider's statutory obligation of right to buy or acquire and subject to mortgagee exemptions. The occupancy criteria for the affordable tenure will be as follows;

The council will have 100% nominations on first lettings, and also subsequent lets through the agreed common allocations framework, for the affordable rented units.

Lettings will be through the [Manchester Move] system and allocated as per the allocations policy; or any approach agreed locally between the Council and the registered provider. This is likely to focus on achieving a mix of residents in the scheme to create a balanced and sustainable community. Tenancy sustainment actions will be undertaken by the Registered Provider. The applicant would deliver the homes on behalf of Southway Housing Trust. The delivery of new homes, the tenure and the partnership with Southway Housing Trust is welcomed.

A section 106 agreement formed part of the outline planning approval, and the affordable housing would be delivered through this legal agreement.

Internal Layout

The internal layout of the proposed dwellings at ground floor levels has a lounge to the front of the property to enable natural surveillance of the street and a kitchen/dining area to the rear, with bedroom and bathroom accommodation above. The internal configuration at first floor level on plots with restricted distances to existing housing to the south of the site on Grapevine Avenue, has been designed to reduce any potential for overlooking. This matter is considered in more detail later in this report.

Scale / Massing

A parameters plan was provided for consideration as part of the outline planning application (ref: 128864) , which showed that the proposed houses would be two storeys in the height to compliment the scale of the existing houses around the application site. The Reserved Matters application under consideration comprises two storey dwellinghouses throughout the development. The scheme has been designed so that the heights of the proposed dwellings would be of similar heights and roof pitches of nearby housing. The height of the proposed ridge lines is approximately between 7.4m and 8.8m above finished ground level.

Overall, the scale of the development responds appropriately to the scale of the existing developments in the area and is considered to be acceptable in this location.

Appearance

The proposed two storey houses would be contemporary in appearance, but would be formed with traditional materials. The elevational design would incorporate the use of red/orange brickwork with brick in an alternative shade of red , with the introduction of string courses and soldier courses around some of the windows.

Windows would be anthracite grey upvc and doors would be black in colouration. Window frames are proposed to set back 65mm from the opening reveals to enable shadow modelling to the elevations.

Vertical window openings have been used in the elevations to take account of the Victorian terraced dwellings in the vicinity of the site and more recently built dwellings on Grapevine Avenue to the south of the site.

The planning agent was , however, requested during the consideration of this application to further explore whether the small windows shown at first floor level (particularly to the front elevations) on the originally submitted plan could be treated in a similar way rather than the small horizontal opening shown. The design of this window opening has since been revised to be vertical in nature , which is considered to be a more suitable design in this locality.

Along the north boundary of the site semi detached houses are proposed to be spaced 1.2m apart with parking to the front of the dwellings . Whilst semi detached houses are proposed, their close proximity has echoes of the terraced arrangement of the dwellings on the eastern side of Vine Street . To the south of the proposed spine road the properties have been spaced (6.1m) to enable driveways alongside the gables of the proposed dwellings to be similar in setting to the dwellings in the adjacent housing development to the south.

The overall effect of the proposed use of brickwork , combined with the siting and boundary treatment , will create a strong definition to the street, with the variation in house types providing in interest in the streetscene.

The 3 houses on Vine St have a red/ orange brick frontage and the north gable changes to lighter red brick colour, which is then extended to face all the dwellings within the site, completed by wrapping around the front gable of plot 25. The orange/red brick is then used for all the rears and gables and integrated into the contrasting lighter brick as horizontal string courses and recessed porches.

Corner windows at visual vantage points are faced in the red/ orange brick at ground floor. Main front entrances are proposed all on the frontages to providing open safe access and observation of the street. The proposed front porches are recessed to create a dry arrival point and visually provide modelling in the elevations, but would be not be of sufficient depth to give rise to hiding places and associated impacts to security.

The appearance of the proposed dwellings has been designed to take account of the character of the local area, and is considered to be acceptable in this location.

Residential Amenity

The site lies within an established residential area and consideration has been given to any potential impacts. It is inevitable given the current nature of the site there would be a demonstrable change, however, it is not considered this would be such to cause any unacceptable harm.

The overlooking distance within the site between front habitable rooms would be 17m. The distance from the rear elevation of the proposed dwellings and the existing housing to the south is 20.8m. In two instances the distance would be reduced to 14m (in one instance this relates to a unit where habitable rooms are not directly facing but are angled from each other). In regard to plot no.7 where rear windows are angled from the windows within the rear elevation of a dwelling on Grapevine Avenue, the internal configuration of both plot no.6 and 7 has been designed to have a landing and a bathroom window at first floor level. It is proposed, however, that a condition to ensure both these windows are obscurely glazed and this is maintained in perpetuity are attached to any approval.

Some concern has been raised about final site levels and positioning of the properties in relation to the southern boundary. The relationship between the proposed and existing development is such that the increase in ground level at the southern boundary shown on the submitted cross section plans have gardens being 249mm being above the existing garden to the rear, this would raise to 430mm where the side garden of the proposed house on Vine Street adjoins the southern boundary. The properties on the south have existing high close boarded boundary treatment to their rear gardens set in between concrete posts. The planning agent has stated that the condition of the existing boundary treatment would be assessed with a view to either retaining this in situ, without the erection of further additional boundary treatment in this location (to prevent unmaintainable elevation of the fencing if two parallel fences would be in situ), or that new 1.8m high close board fencing would be erected on the development side to run adjacent to the existing fence along the southern boundary as shown on plan ref: 23 01 PL06C. As such the changes in levels are not expected to rise to significant adverse impact to residential amenity as a result of loss of privacy.

Furthermore, it is proposed to incorporate on edge flags to at the end of the proposed rear and side gardens adjoining the southern boundary, to respond to the height of the change in garden levels. The combination of the on edge flags (to act as a retaining structure) and retained or proposed fencing would reduce, but not prevent all water run-off in periods of heavy rainfall. However, the soft landscaped nature of the rear gardens would allow the infiltration of surface water thereby reducing any water flow. Furthermore, the condition attached to the outline planning approval relating to the requirement for the submission of a surface water drainage in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) would allow for mitigation measures to be considered to reduce the potential impacts for any surface water flows due the changes in levels between this site and the existing housing development to the south.

It is acknowledged that there would be some increase in traffic, but again this would not be such that it would cause undue harm to amenity. Furthermore, it is possible there would be some impact from decontamination of the site and through construction. These phases would be managed and would be short term.

Matters in regard to contractor parking, and hours of construction would be addressed in a Construction Management Plan. Whilst a Construction Management Plan accompanies this application, it is understood that there will be a change in the contractor, and as such it is recommended that this respect of the scheme is conditioned.

Traffic Generation

This aspect of the scheme was considered in detail as part of the outline planning application. When it was considered that whilst the level of additional trip attraction would have some impact on existing highway conditions in the vicinity of the site, this would not be significant, and would be likely to fall within daily fluctuations of traffic flow. It was therefore considered that the proposed development would not give rise to conditions which would give significantly adverse traffic conditions locally. Furthermore, Highway Services considered that the amount of traffic generated by the development could be accommodated on the highway network. It is also the case that space for cycle parking would be provided within each dwelling and a residential travel plan would be implemented in order to promote other means of transport other than the car.

Access

Access was approved as part of the outline planning approval.

Highway Related Matters and Car Parking

The development includes the provision of 25 off street car parking spaces (100% provision, in the form of driveways. The level of parking proposed is considered to be acceptable particularly given the access to public transport and the site's sustainable location. The layout plans approved as part of the outline planning consent had annotations to indicate that each house would have an electric charging point for vehicles, however, no finalised details relating electric charging points were provided for consideration at that time. A condition relating to the delivery of electric charging points was therefore attached to the outline planning approval. As this condition has yet to be discharged it is recommended that it be re-attached to any Reserved Matters consent.

Overall, it is considered that the development would have adequate car and cycle provision to serve the needs of the development. Travel planning would help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site. Servicing and construction requirements can also adequately met at the site. The proposal therefore accords with policies SP1, T1, T2 and DM1 of the Core Strategy.

It is acknowledged that the existing trees have had an impact on the usable width of the existing pavement on Vine Street in the vicinity. However, this matter was not raised by appropriate consultees when the earlier outline application for layout and access was considered and determined. As such this would be difficult to pursue as part of the current application. A condition was, however, attached to the outline approval to require that 'prior to first occupation of the development, a repaving strategy for the public footpaths and redundant vehicular crossings on Vine Street' was required to be submitted and the approved scheme undertaken in accordance with an implementation programme to be approved by the City Council as Local Planning Authority, so there would be some improvement to the Vine Street footway even if it is not widened.

Cycle Storage

The submitted documentation indicates that 100% cycle storage space would be provided, on the basis of one space per property. Whilst the area shown for cycle storage within the rear garden area at each dwelling house as shown on plan ref: 23 01 PL06C is acceptable, the cycle store design submitted for consideration is not of sufficient length to accommodate a standard sized cycle. It therefore proposed that a condition to require the finalised detailed design of the proposed cycle stores be attached to any approval.

Furthermore, a number of measures to encourage travel to and from the site by sustainable modes were contained within the site Travel Plan accompanying the outline planning application

submission (ref: 128864) . It was anticipated that this would also help to reduce car parking demand, and was therefore conditioned accordingly. As this condition has yet to be discharged it is recommended that it be attached to any Reserved Matters consent.

Ground Conditions

A Phase 1 Desk Study Report was submitted in support of the outline planning application, which detailed various recommendations, including ground investigation with trial pits, boreholes, further ground gas monitoring and the testing of chemicals and groundwater samples. Historical investigations have identified possible sources of contamination, including lead and hydrocarbons which would have to be verified, and would require remediation prior to the site being suitable for its intended use. The Reserved Matters application is accompanied by a Remediation and Enabling Works Strategy , and a Phase II Geo environmental Site Assessment. However, in view that additional ground gas monitoring at the site is needed, and that after completion of site works, a verification report would also be required to validate that the work undertaken conforms to the remediation proposals received. These matters need to be conditioned. It is therefore recommended that a detailed planning condition is attached to any approval to require further works to be undertaken in regard ground conditions before the commencement of any house building on the site, and the submission of final verification assessments, in order to comply with policy EN18 of the Core Strategy.

Site Levels

The site was previously a railway cutting filled in approximately 20 years ago. There are high levels of contamination, and the information accompanying the application suggest that the land may not be suitable for traditional foundations, and therefore needs to be piled. Cut and fill works will be required and in order to minimise removal of earth from the site , it is proposed to retain similar levels to those existing at the site . The proposed levels have been worked to create drainage flows to connect to the main sewer.

The submitted cross section plans for rear gardens in proximity the southern boundary, suggests that the relationship between the proposed and existing development is such that the increase in ground level at the southern boundary shown on the submitted cross section plans have gardens being 249mm being above the existing garden to the rear , this would raise to 430mm where the side garden of the proposed house on Vine Street adjoins the southern boundary. As advised earlier in this report it is proposed that an on edge flag would be used to act as a retaining structure with either a proposed or retained existing 1.8m high close boarded fence beyond this to serve the existing houses to the rear .

The site topography rises approximately 2m from Vine Street. To enable a development which is environmentally responsible, cut and fill is proposed to be used across the site to minimize off site earth removal. The site levels for the dwellings and access road have been designed to appropriate levels to minimize falls and achieve level access where possible. The levels, particularly at the west end of the site are necessary to also accommodate the drainage outfall to Vine Street.

The planning agent has provided information all plots which shows some variation from the levels anticipated to be achieved at the outline application stage of the process . For the plots facing Vine Street no changes in final levels are proposed. For other plots the increase in ground levels would vary from 10mm to 275mm , with the majority of plots having an increase of 200mm or less . However, plot no.15 is proposed to have a level 530mm above the previously expect level. As this plot lies along the northern boundary , and is 28m from the existing housing to the south of the site, it is not expect that this increase in levels , or the others which have been identified would give rise to significantly adverse effects due to massing or scale .

Furthermore, during the reserved matters detailed design stage, the rear gardens along the north boundary have been reviewed to eliminate the split level gardens which form part of the outline planning application submission.

At the outline planning stage, to maximise the width of the site, while working with the existing levels of the embankment, a lower garden area was introduced between 607mm and 1110mm below the main garden. A retaining structure and the acoustic fence was positioned at the back of the lower garden into the embankment. The retaining structure was to prevent slippage of the embankment once the site was loaded with the development. The review concluded that a stepped garden arrangement was undesirable, restricting disabled access and safe accessible play space for children. An alternative strategy has therefore been adopted to incorporate gardens on a more usable single level. This has been achieved by positioning the retaining structure and acoustic fence so they integrate at a higher level of the embankment. Although this revision has led to a reduction in the depth of the rear gardens, the rear amenity space to the northern plots would still incorporate a patio area, clothes dryer, recycling bins, cycle store and a lawn, and are considered to be more usable and accessible. The rear garden depths to plots 17-25 along the north boundary would be between 5.00m and 5.86m.

Landscaping

The landscape proposals for the site include front and rear gardens for all of the proposed dwellings, albeit the front garden area to 6 plots to the south of the proposed spine road would be very limited in depth. All of the dwellings would have lawned rear gardens with a tree, and additional trees would also be planted in front gardens (where possible), to contribute to the streetscene, and to create a setting for the proposed boundary treatment to the back of pavement. Furthermore, plan ref: SE0920-04_D01_GS rev.C received 18th September 2023 annotated to reference that 'Any trees lost due to engineering and construction work within the buffer zone between the development and the Network Rail site boundary, will be replaced to avoid the risk of significant tree clearance'.

The rear gardens of plots adjacent to the railway embankment have been reduced in length as a result of required civil engineering works to retain the embankment, but the resulting gardens which are now proposed are level, rather than needing to have the lower areas accessed by steps. Two of the existing mature Ash trees along Vine Street would be retained to create a buffer from the busy road. A native hedge is proposed to the rear of the boundary treatment to Vine Street which continues along the start of the spine road.

The proposed landscaping treatment is considered to be acceptable, and it is proposed that the submitted scheme is condition to ensure the implementation of the scheme and that any trees and/or shrubs which die within 5 years of planting are replaced.

Trees

There are immature trees and vegetation within the site and along the north and east boundaries. The site survey identified 5 trees (including 3 street trees), and three groups of trees with the potential to be affected by the development proposals. These include two Category B trees (2 of the 3 street trees), and three category C trees and three Category C groups. The development proposals would necessitate the removal of a Category C street tree and a category C Ash tree within the site close to the boundary of Vine Street, and the removal of two Category C groups of trees within the site which are comprised of young birch and goat willow trees. The area of trees on the slope of the cutting would also need to be subject to some thinning works, but consideration will be given to retention of trees along the railway embankment to enhance biodiversity, together with the retention of (with any necessary treatment), two mature Ash trees within the footway of Vine Street.

The planting shown on the proposed landscaping show the provision of 53 trees, with in both front and rear gardens to mitigate for the trees to be lost. It is recommended that works follow an Arboricultural Method Statement to ensure that retained trees are not adversely impacted by the proposed development works, including the installation of temporary tree protection fencing during development works and use of cellular confinement systems, and that this aspect of the scheme is conditioned.

Furthermore, in to mitigate visual amenity in the loss of the two category C trees at the entrance of the site, a heavy standard is proposed at the norther eastern corner of the site close to the access with Vine Street. Concerns in regard to the potential impacts to tree roots, in relation to the provision of utilities for plot nos. 1 and 2 were noted at the outline planning application stage. The planning agent forwarded a document which outlined three methodologies to facilitate the provision of utilities, whilst safeguarding the roots of the existing street trees at that time, and a condition was attached to require that prior to the installation of any utility connections to the dwellinghouses fronting onto Vine Street, finalised details of the excavation methodology to be used in conjunction with the installation of utilities, taken from the options set out with the Excavation Strategies report revision V0 is submitted for approval. As this condition has yet to be discharged it is proposed to attach it to any reserved matters approval.

There are a significant number of trees which lie within the site edge red, but beyond the extent of the proposed development and associated retaining wall. The landscaping plans suggest that these existing trees would remain. However, as these trees are not covered by Tree Protection Orders and do not lie within a Conservation Area, they would not be protected. It is also acknowledged that due to the level of engineering works in connection with the construction of the required retaining wall, some of these trees are likely to be lost, but until work commences it is not clear what if any the extent of this loss would be. Following comments received from Greater Manchester Ecology Unit the landscaping plan has been revised to include an annotation in respect of the existing trees on the embankment which states that ... *Any trees lost due to engineering and construction work within the buffer zone between the development and the Network Rail site boundary, will replaced to avoid the risk of significant tree clearance.* A condition is proposed to be attached to any approval to require the implementation of the details on the landscaping plan.

Habitat Regulations and Ecology

A Preliminary Bat Roost Appraisal and Update Badger Survey report accompanies this application. This states that the field survey found no presence of badgers on the site, and no evidence for bat roosting on or immediately adjacent to the site. Furthermore, there are no buildings on the site. It is, however, likely that due to the vegetation at the site that bats may use the site and the adjacent railway cutting for foraging and commuting. Furthermore, that a recommendation is made in respect of measures to minimise the potential disturbance of foraging bats from installed lighting. A lighting condition was attached to the earlier outline planning consent, which has yet to be discharged. It is therefore recommended that this condition be attached to any Reserved Matters approval.

Measures including the provision of hedgehog highways the proposed rear gardens to enable connectivity / wildlife movement throughout the site, sparrow terraces are proposed to three of the proposed dwellinghouses, together with 4 no. bat boxes to other dwellings. The location and type of measures are referenced on Biodiversity Enhancements plan ref: SE0920-04_D02_GS rev.B, and it is proposed that this aspect of the scheme is conditioned.

The retention of the green railway corridor to the north of the site will also support badgers, bats and other wildlife.

In addition, a condition was attached to the earlier outline planning consent requiring that 'No removal of or works to any trees or shrubs shall take place during the main bird breeding

season (March to August inclusive), unless a competent ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared and provided written confirmation that no birds will be harmed and/or that there are appropriate measures in place to protect nesting bird interest on site. Any such written confirmation should be submitted to the local planning authority'. It is recommended that this condition be attached to any Reserved Matters approval .

Whilst the contents Preliminary Bat Roost Appraisal and Update Badger Survey report have been noted , if no ground works are commenced on site within 12 months of the date of the permission, it is recommended that a further survey is undertaken to identify whether bats and badgers are present on the site, and that this aspect of the scheme is conditioned.

The landscaping scheme incorporates a native hedge is proposed to the rear of the boundary treatment to Vine Street which continues along the start of the spine road, and native trees form part of the mix of tree forming the proposed planting scheme. These measures with the proposed hedgehog highways, bat boxes and sparrow terraces would contribute to supporting biodiversity at the site.

A condition is proposed to ensure the implemented as the submitted landscaping scheme and the biodiversity measures which are proposed.

Lighting

As part of the earlier outline consent conditions were attached in regard to the submission of finalised details of a strategy for all external lighting, including lighting on the buildings, within the building's curtilage, prior to the occupation of the development, with a further condition in case any instances of glare were to occur which would require the installation of mitigation measures .

As these conditions have yet to be discharged, they would be attached to any reserved matters approval. This requirement would enable any potential issues from light spill to commuting bats in the locality to be considered and balanced with the need to achieve secure by design accreditation.

Boundary treatment

The scheme would include the incorporation of low boundary walls with black coloured railings (height 900mm) above to the back of pavement to the plots in proximity to the eastern end of the proposed spine road , with black coloured railings set above a conservation kerb to the back of pavement to the remainder of the dwellinghouses fronting onto the proposed spine road and the 3 dwellings fronting onto Vine Street.

Whilst it would have been preferable for the proposed dwellinghouses on Vine Street to have a low wall and railing boundary treatment, issues in respect with the required foundations for a boundary wall and associated impacts to the existing tree roots of the 2 no. mature street trees to be retained, have been considered . In order to ensure the retention of two of the street trees, given the extent/ length of the boundary treatment , it is not considered that the proposed black railings set above a conservation kerb in this location would give rise to issues in relation visual amenity.

Due to the railway and existing industrial uses to the west of the site , the boundary treatment to those site boundaries would be in the form of 2.5m acoustic fencing. As advised earlier in this report , the properties on the southern boundary have existing high close boarded boundary treatment to their rear gardens set in between concrete posts . The planning agent has stated that the condition of the existing boundary treatment would be assessed with a view to either retaining this in situ , without the erection of further additional boundary treatment in this location (to prevent unmaintainable elevation of the fencing if two parallel fences would be in situ) , or that new 1.8m high close board fencing would be erected on the development side to run adjacent to the existing fence along the southern boundary as shown on plan ref: 23 01

PL06C. Fencing to side boundaries of rear gardens would comprise a 1.5m close boarded fence with a 300mm trellis above, with a short 2m length of 1.8m close boarded fencing (with 300mm trellis above) adjacent to the rear facade to maintain privacy of the future occupiers. The rear garden boundary of plot 3 and plot 15 would be 1.8m high brick pier and timber fence with trellis. Fences between the front gardens would 900mm steel railings to match the front boundary treatment.

Noise

In relation to the potential impact of the development on the surrounding existing residential properties, it was acknowledged during the consideration of the Outline planning application that there are existing residents living within neighbouring buildings adjacent to the application site, and there would be an increase in the amount of built development and occupation on the site compared to the existing vacant site. However, consideration was had to any noise being generated would only be from the comings and goings from occupants. It was therefore considered that the proposed development should not have any significant effect on the residential amenity currently enjoyed by the surrounding occupants.

In relation to the impact of existing noise sources within this area on the new residential accommodation being proposed, there were three main sources of noise that needed to be assessed and mitigated. These were traffic noise from the nearby main roads, the noise generated by the railway in the cutting directly to the north of the site, and the Trading Estate which lies directly to the west of the site. In relation to the proposed development, it was considered that the internal noise level requirements could be achieved with appropriate noise mitigation measures, and that this aspect of the scheme be conditioned. Mitigation measures included the erection of acoustic fencing to the boundary with the railway and the Trading Estate, acoustic glazing and trickle ventilators. Vibration levels were also measured in the northern section of the site adjacent to the railway lines. This assessment determined that vibration levels due to train movements were at a low level and would not affect the development. It was therefore proposed that a condition be attached to any approval to require that the mitigation measures detailed in the Noise and Vibration report are implemented and completed before any of the dwelling units are occupied, and that a verification report is submitted upon completion of the development and before first occupation of the residential units, to validate that the work undertaken conforms to the recommendations and requirements in the approved report. As this condition has yet to be discharged it is recommended that it be attached to any Reserved Matters consent.

A 2.5m high acoustic fence is proposed to the western boundary with the industrial uses. Where the acoustic fencing is proposed to the boundary with the rail line, this would vary in height between 2.5m and 3m in height dependant on ground levels following some cut and fill works on the northern boundary of the proposed development.

Sustainability and Energy Efficiency

The previously approved outline application was accompanied by an Energy and Sustainability Statement within which it is advised that in order to meet the challenging demands associated with sustainable development a "fabric first" approach was considered the most cost effective and efficient way of delivering an energy saving development that can meet housing needs and reduce CO2 emissions during the life cycle of each dwelling. Provided the dwellings were built in accordance with the fabric first approach detailed within the submitted statement with high levels of fabric performance and efficiency, the dwellings would be to a high sustainable standard in accordance with current building regulations Part L1A and sustainable environmental planning policies. A SAP calculation was provided for plot 1 which indicates the Dwelling Emission Rate has a betterment over the Target Emission Rate, Building Regulations

Part L 2012 by 9.92%. A condition was therefore attached to require that the development is implemented in accordance with the Energy and Sustainability Statement, and that a post construction review certificate is submitted within a timescale that has been agreed.

In connection with the Reserved matters application under consideration an Energy Statement by the Energy Counsel has been submitted to show how, under the new Building Regulations Part L 2021, the development still meets the Council's sustainability policy. As part of the scheme air source heat pumps would be installed to the rear elevations of the proposed houses. It is therefore proposed to revise the wording of condition no.30 to reflect the revisions to the previous approved measures.

Furthermore, an additional condition is proposed in order to ensure that the air source heat pumps would be chosen to ensure that any noise generated would be 5db below background levels, in order to reduce any potential noise impacts to neighbouring dwellinghouses and the occupiers of the proposed housing.

Drainage

Information has been submitted with this application with a view to satisfying the requirements of condition nos.19 and 20 attached to the outline planning approval, which relate to the submission of a surface water drainage scheme and a culvert investigation. Following the comments received from the Local Lead Flood Authority, the planning agent has confirmed that matters in regard to condition nos. 19 and 20 will be dealt with via a subsequent discharge of condition application. As such the conditions attached to the earlier outline consent are proposed to be attached to any Reserved Matters approval.

Designing out Crime

The previously approved outline application was accompanied by a Crime Impact Statement by GMP Design for Security officers. The report suggested that the proposed scheme was generally acceptable in terms of layout, but included a set of recommendations to be implemented where feasible to enhance the security of the development against potential threats. The proposed development would, however, help to provide natural surveillance along Vine Street, and along the proposed estate road, and provides the opportunity to include security features to reduce the fear of crime. Detailed design specification for the proposed boundary dwellinghouses have been submitted for consideration which are considered to be satisfactory. However, given the requirements in the condition attached to the outline planning consent that the development be implemented in accordance with Crime Impact Statement VERSION B: 10th December 2020 Ref: 2020/0631/CIS/01, in particular sections 3.3 and 4; and not be occupied or used until written confirmation of a secured by design accreditation for the development had been received, it is proposed that this condition be attached to any Reserved Matters approval.

Waste

Four bins are proposed to be stored in the curtilage of each dwellinghouse, with one bin for general waste, one bin for pulpable recycling and one bin for mixed recycling, and one bin for green waste. The refuse capacity has been calculated to comply with Council guidance. The proposal therefore accords with policies DM1 and EN19 of the Core Strategy in this regard. A condition is proposed to be attached to any approval in regard to the implementation of a refuse storage arrangements within the scheme.

Air Quality

This site is not located within an Air Quality Management Area, and the site is not close to major sources of pollutants. Furthermore, local monitoring results indicate annual mean NO₂ concentrations are below the relevant Air Quality objectives (AQO). In relation to the

construction and operations phases of the development there is the potential to impact on the air quality. With the implementation of the appropriate measures significant impacts are not anticipated during the construction phase. Such measures would form part of an agreed construction management plan that would be subject to a condition of the planning approval. It is considered that the impacts on air quality during construction would be temporary and predictable and could be appropriately mitigated through the measures identified above. The main potential for air quality impact once the proposed development is occupied is likely to be emissions from road traffic associated with the proposed development. The conclusions of the Air Quality Assessment accompanying the outline application (ref: 128864) were that due to the low number of anticipated vehicle trips associated with the proposals, road traffic impacts are predicted to be negligible. Environmental Health officers concurred with the conclusions of the Air Quality report, and requested that the mitigation, and best practice measures set out in the Air Quality Assessment to safeguard local air quality were implemented. It was recommended that this aspect of the development was conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development. As this condition has yet to be discharged it is recommended that it be attached to any Reserved Matters consent.

Broadband

Both BT Openreach and Virgin Media have existing fibre infrastructure in place around the application site. It is therefore anticipated that the area is would be likely to have good download speeds.

Archaeology

This site has been the subject of an archaeological desk based assessment in relation to a previous scheme in 2013. This study found that the site contains no heritage assets and has a very low potential for archaeological remains.

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. In order to protect the nature of the accommodation being proposed it is considered there is a case for ensuring the dwellings are not converted into multiple occupation without proper consideration. It is recommended that a condition should therefore clearly define the approved residential units under the C3(a) use and to remove the permitted development rights that would normally allow the change of use of a property to a House of Multiple Occupation (HMO) without the requirement for formal planning permission. Furthermore, it is considered that there is a case for ensuring that dwellinghouses hereby approved shall be used only as private dwellings and not as 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).An appropriate condition is therefore proposed.

Inclusive Access

The submitted documentation confirms that the proposed houses are positioned to afford level access, and that the dwelling internal ground floor plans are designed to be level and with pedestrian and vehicle approaches having no significant incline. Whilst front doors would have accessible level thresholds, however, due to the matters associated with site levels, 72% of the dwellinghouses would have level rear access , but plot nos.17-18 and 21-25 would have a step to the rear door (the agent has stated these dwellings are staggered in level on the site). In these instances a level , or ramped access route is shown on the plans from the front entrance to enable a disabled person to be able to access the rear garden area.

The submitted documentation also confirms that adaptability would be integrated into some of the dwellings where practicable. These would include facilities to assist person's future needs

such as a fused spur for a future stair lift.

Other matters raised by residents

Concerns have been expressed that the submitted plans do not show accurate measurements, explanations and positions relative to the existing houses to the south on Grapevine Avenue (concerning landscaping and overlooking). The submitted plans are however drawn to scale, which enables accurate measurements to be taken from them,

Legal Agreement

A legal agreement formed part of the outline planning approval in order to ensure that 20% of the properties are affordable and would remain so in perpetuity.

Conclusion

The proposed scheme would bring forward a sustainable development of family housing and affordable homes with the associated redevelopment of a brownfield site. All issues have been set out in the report and addressed and this includes where necessary mitigation to ensure the delivery of a proposal for new homes.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant in a positive and proactive manner based on seeking solutions to problems arising in relation to dealing with the planning application. Pre application advice were sought in respect of this development where early discussions took place regarding the scale of the development, residential amenity and landscaping. Further work and discussions have taken place with the applicant through the course of the application, particularly in respect of matters arising from the consultation and notification process. The proposal is now considered to be acceptable and been conditioned accordingly.

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

1. The development must be begun not later than the expiration of two years from the final approval of the reserved matters or, in the case of approval on different dates, the final approval of the last such matters to be approved.

Reason - Required to be imposed pursuant to Section 92 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: Drawing ref: 18.13 PL01 (Location Plan); 1813 SA 01 (Site Analysis Plan); 18.13 PL05 (Layout Strategy) received 11th December 2021; as revised by layout shown on 18.13.PL02 rev.G;

Site Analysis photographs 1 of 4; 2 of 4, 3 of 4 and 4 of 4:

Plan ref: 18-442 rev.C (Topographical Land Study);

Planning Statement from NJL Consulting. Ref. December 2020 2020-040;

Design and Access Statement dated December 2020; Mapping information in regard to utilities; Letter from GMAAS to the developer dated 26th November 2020 confirming the site contains no heritage assets and has a very low potential for archaeological remains;

Air Quality Assessment ref: 4039 r2 dated 4th December 2020;

Preliminary Ecological Appraisal 7 th December 2020 (including plan ref: SE0920-01_ECOP01);

Crime Impact Statement VERSION B: 10th December 2020 Ref: 2020/0631/CIS/01;

Outdoor Lighting Report dated 3 rd December 2020 (including plan ref: 22050-D01(Section 38 Proposed Lighting and Installation Design Layout));

Structural Design Philosophy by Scott Hughes:

Broadband Connectivity Assessment Issue 01:Noise and Vibration Assessment for Planning Purposes dated 7th December 2020 Ref: AEC REPORT: P4238/R1c/RDC;

Arboricultural Impact Assessment 10th December 2020;

Flood Risk Assessment and Drainage Strategy; revision 2 December 2020;

Desk Top Report in relation to ground conditions (including coal mining report)ref: AG3211-20-AL43 Issue 2 dated December 2020;

Waste Management Strategy;

Transport Statement ref: VN 201796 Issue 2 10th December 2020 (including swept path and sightline plans);

Energy and Sustainability Statement dated 1st December 2020; Received 11th December 2020 Drawing ref: 18.13 SX01A (Site Cross Sections).;

and 18.13 SX02A (Site Long Section) received 17th December 2020;

Land ownership plan ref: 7790160 dated 22nd December 2020 to show no land within the site edged red is in Network Rail ownership received 23rd December 2020;

Southway Affordable Housing Mix Statement dated 3rd December 2020 received 18th January 2021;

Plan ref: S18-442 rev.A (Topographical Land Survey showing Trial trench for culverted watercourse) received 18.03.2021;
Affordable Housing Statement dated 25th March 2021 ;
Plan ref: 18.13 PL02 rev.G (site plan for outline planning) and plan ref: 18.13 PL05 rev.A (Layout Strategy)received 21st May 2021;

Design and Access Statement dated May 2023
Preliminary Bat Roost Appraisal and Update Badger Survey Report ref: SE0920-04_G01_DH dated 24th May 2023
Energy Statement ref; Z58150 rev.1
Remediation and Enabling Works Strategy report ref: 14-944-R2 (June 2023) Version 1 dated 19th June 2023

Sheet Piling Works Method Statement
Location Plan ref: PL01
Layout Strategy plan ref: PL 02 A
Site Plan Ground floor plan ref: PL03 D
Site Roof plan ref: PL 05A
Site Plan Ground plan ref: PL06B
House Plans sheet 1 plan ref: PL07B
House Plans sheet 2 plan ref: PL08B
Block Plans and Elevations Sheet 1 plan ref: PL09B
Block Plans and Elevations Sheet 2 plan ref: PL10B
Block Plans and Elevations Sheet 3 plan ref: PL11B
Block Plans and Elevations Sheet 4 plan ref: PL12B
Block Plans and Elevations Sheet 5 plan ref: PL13B
Site Cross Sections SX01
Site Cross Sections SX01

Typical External Works details ref: VSG-RDG-XX-X-DR-C-0010 rev.P02
Earth Works Cut and Fill Isopachytes plan ref: VSG-RDG-XX-X-DR-C-0002 rev.P04
Proposed finished levels plan ref: VSG-RDG-XX-X-DR-C-0001 rev.P05
Biodiversity Enhancements plan ref: SE0920-04_D02 _GS rev.B
Section 278 Works – Proposed External Works plan ref: VSG-RDG-XX-X-DR-C-0014 rev.P01
Section 278 Works – General Arrangement plan ref: VSG-RDG-XX-X-DR-C-0011 rev.P01
Section 278 Works – Proposed Finished Levels plan ref: VSG-RDG-XX-X-DR-C-0012 rev.P01
Section 278 Works – Site Clearance plan ref: VSG-RDG-XX-X-DR-C-0013 rev.P01
Topographical Land Survey S18-442
Received 2nd August 2023

Building for a Healthier Life Assessment received 18th August 2023 (notwithstanding any reference to a community green space);
Email from planning agent dated 23rd August 2023 advising that a substation will not be required.
Garden elevations plan ref: 23.01 EL02 B received 22nd August 2023.
Materials Schedule rev.B received 24th August 2023

Landscape proposals plan ref: SE0920-04_D01 _GS rev.C received 18th September 2023 annotated to reference that 'Any trees lost due to engineering and construction work within the buffer zone between the development and the Network Rail site boundary, will be replaced to avoid the risk of significant tree clearance'.

Street elevations plan ref: 23.01 EL01 D received 29th October 2023

Site layout plan ref: PL02 G and Site Plan First floor plan ref: PL04 B received 1st November 2023

External works layout plan ref: VSG-RDG-XX-XX-DR-C-0009 P03 received 4th November 2023

Site Plan Ground plan ref: PL06 C

Boundary Treatment Sheet 1 Boundary types 1-3 ref: BDT 01 B

Boundary Treatment Sheet 2 Boundary types 4-7 ref: BDT 02 B

Received 6th November 2023

Phase II Geo environmental Site Assessment ref: 14-944-R1 (October 2023) Version 3 dated 11th October 2023 received 8th November 2023

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

3. No development shall take place, including any demolition works, until a construction management plan or construction method statement has been submitted to and approved in writing by the Local Planning Authority. The approved plan/statement shall be adhered to throughout the demolition/construction period. The plan/statement shall provide for:

- A construction programme including phasing of works;
- 24 hour emergency contact number;
- Hours of operation;
- Expected number and type of vehicles accessing the site;
- Deliveries, waste, cranes, equipment, plant, works, visitors;
- Size of construction vehicles;
- The use of a consolidation operation or scheme for the delivery of materials and goods;
- Phasing of works;
- Means by which a reduction in the number of movements and parking on nearby streets can be achieved (including measures taken to ensure satisfactory access and movement for existing occupiers of neighbouring properties during construction): Programming; Waste management; Construction methodology; Shared deliveries; Car sharing; Travel planning; Local workforce; Parking facilities for staff and visitors; On-site facilities; A scheme to encourage the use of public transport and cycling;
- Routes for construction traffic, avoiding weight and size restrictions to reduce unsuitable traffic on residential roads;
 - Locations for loading/unloading, waiting/holding areas and means of communication for delivery vehicles if space is unavailable within or near the site;
 - Locations for storage of plant/waste/construction materials;
 - Arrangements for the turning of vehicles, to be within the site unless completely unavoidable;
 - Arrangements to receive abnormal loads or unusually large vehicles;
- Swept paths showing access for the largest vehicles regularly accessing the site and measures to ensure adequate space is available;
- Any necessary temporary traffic management measures;
- Measures to protect vulnerable road users (cyclists and pedestrians);
- Arrangements for temporary facilities for any bus stops or routes; • Method of preventing mud being carried onto the highway;
- Methods of communicating the Construction Management Plan to staff, visitors and neighbouring residents and businesses. Manchester City Council encourages all contractors to be 'considerate contractors' when working in the city by being aware of the needs of neighbours and the environment. Membership of the Considerate Constructors Scheme is highly recommended.

Reason- In the interests of safe operation of the adopted highway in the lead into development both during the demolition and construction phase of the development pursuant to policies SP1, EN19 and DM1 of the Manchester Core Strategy (2012).

4. The development shall be implemented in accordance with the materials schedule revision B dated 24.08.2023 .

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

5. The development hereby approved shall be implemented in accordance with Crime Impact Statement VERSION B: 10th December 2020 Ref: 2020/0631/CIS/01, in particular sections 3.3 and 4. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for the development.

Reason - To reduce the risk of crime pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012) and to reflect the guidance contained in the National Planning Policy Framework.

6. Notwithstanding the plans referenced in condition no.2; prior to any above ground works, finalised detailed designs (including specifications) of all on site and off site highways works (including any Traffic Regulation Orders, dropped crossings, tactile paving and traffic calming measures) shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed dwellinghouses being occupied, and thereafter retained and maintained in situ.

Reason - In the interests of pedestrian and highway safety, pursuant to policy T1, and DM1 of the Manchester Core Strategy (2012).

7. The car parking indicated on the approved plans development be surfaced, demarcated and made available for use prior to the new dwellings hereby approved being occupied. The car parking shall then be available at all times in perpetuity.

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

8. a)Cycle storage shall be implemented in accordance with the locations on the Site Plan Ground plan ref: 23 01 PL06B and 23 01 PL03D.

b)Prior to above ground works commencing, finalised detailed designs for the provision of the cycle stores shall be submitted to and approved in writing by the City Council as local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed dwellings being occupied.

Reason - To ensure that adequate provision is made for bicycle parking so that persons occupying or visiting the development have a range of options in relation to mode of transport in order to comply with Policies SP1, T1, T2, EN8 and DM1 of the Manchester Core Strategy (2012) and the guidance provided within the National Planning Policy Framework and the Guide to Development in Manchester Supplementary Planning Document and Planning Guidance.

9. Prior to the occupation of the development, finalised details of the location and specifications of the provision of electric vehicle charging points on plan ref: PL03 rev.D, shall be submitted to and approved by the local planning authority. The development shall be implemented in accordance with the approved details, and all the agreed works shall be completed prior to the proposed accommodation within that phase being occupied, and thereafter managed and maintained in accordance with the approved details.

Reason - In the interest of the residential amenity of the occupants of the development due to the air quality surrounding the development and to secure a reduction in air pollution from traffic or other sources in order to safeguard the amenity of nearby residents from air pollution, pursuant policies SP1, EN16 and DM1 of the Manchester Core Strategy (2012), and Greater Manchester Air Quality action plan 2016.

10. Prior to first occupation of the development, a repaving strategy for the public footpaths and redundant vehicular crossings on Vine Street, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be carried out in accordance with an implementation programme to be approved by the City Council as Local Planning Authority.

Reason - In the interests of amenity and to ensure that paving materials are consistent with the use of these areas as pedestrian routes, pursuant policy DM1 of the Core Strategy for Manchester.

11. Before the development hereby approved is first occupied a full Travel Plan shall be submitted to and agreed 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 residents and those [attending or] employed in the development
- ii) a commitment to surveying the travel patterns of residents during the first three months of 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 use of the development, a revised Travel Plan which takes into account the information about travel patterns gathered pursuant to item (ii) above shall be submitted to and approved 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, pursuant to policies SP1, T2 and DM1 of the Core Strategy and the Guide to Development in Manchester SPD (2007).

12. Prior to the occupation of the development, finalised details of a strategy for all external lighting, including lighting on the buildings, within the building's curtilage, shall be submitted to, and approved in writing by, the City Council as local planning authority. The development shall be implemented in accordance with the approved details.

Reason - To ensure adequate lighting within the development, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

13. If , when the lighting units are illuminated, they cause glare or light spillage which is in the opinion of the City Council as Local Planning Authority to the detriment of adjoining and nearby residential properties, such measures as the Council as Local Planning Authority confirm in writing that they consider necessary including baffles and/or cut-offs shall be installed on the units and adjustments shall be made to the angle of the lighting units and the direction of illumination, which shall thereafter be retained in accordance with details which have received the prior written approval of the Local Planning Authority.

Reason - In order to minimise the impact of the illumination of the lights on the occupiers of existing and proposed nearby residential accommodation, pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

14. a) Notwithstanding the Remediation and Enabling Works Strategy report ref: 14-944-R2 (June 2023) Version 1 dated 19th June 2023

Phase II Geo environmental Site Assessment ref: 14-944-R1 (October 2023) Version 3 dated 11th October 2023 referenced in condition no.2;

before the development hereby approved commences, a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) in accordance with the potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site identified in the Desk Top report ref: AG3211-20-AL43 Issue 2 dated December 2020, shall be submitted to and approved in writing by the City Council as local planning authority. The measures for investigating the site identified in the Site Investigation Proposal shall be carried out before the development commences, and a report prepared outlining what measures, if any, are required to remediate the land (the Site Investigation Report and/or Remediation Strategy), which shall be submitted to and approved in writing by the City Council as local planning authority.

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

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

15. The waste management strategy for the storage and disposal of refuse shall be implemented prior to first occupancy of the development and shall remain operational thereafter.

Reason - To protect the amenity of the occupants of the residential and commercial accommodation once the development hereby approved is occupied, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

16. The mitigation and best practice measures set out in the Air Quality Assessment dated 4th December 2020 to safeguard local air quality, shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

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

17.a) The proposed residential accommodation shall be acoustically insulated against noise from the nearby railway, traffic, and industrial /commercial uses in the vicinity, in accordance with the mitigation measures detailed in the Noise and Vibration report for Planning Purposes dated 7th December 2020 by Kirkland Developments Limited. The approved noise insulation scheme shall be completed before any of the dwelling units are occupied.

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

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

18. No development shall take place until culvert investigation has been undertaken in accordance with the proposal received via email from Paul Graveney (Sent: 05 February 2021 17:10; Subject: RE: call summary - 128864/OO/2020) including attachment 'Vine Street - Culvert Trial Trench.pdf'. This should include verification photos for evidence of investigation as proposed. If the culvert is proven present, the precise route, condition, capacity and connectivity of the culvert should be determined across the whole site. Results of the investigation shall be submitted to and approved in writing by the Local Planning Authority.

Reason- To reduce the risk of flooding, and to reduce the associated flood risk and danger of collapse of culverts pursuant to policy EN14 of the Manchester Core Strategy (2012).

19. No development shall take place until surface water drainage works have been implemented in accordance with Non-Statutory Technical Standards for Sustainable Drainage Systems (March 2015) or any subsequent replacements national standards and details that have been submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

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

20. No development hereby permitted shall be occupied until details of the implementation, maintenance and management of the sustainable drainage scheme have been submitted to and approved by the local planning authority. The approved scheme shall be implemented and thereafter managed and maintained in accordance with the approved details for that phase.

Those details shall include:

- o Verification report providing photographic evidence of construction as per design drawings;
- o As built construction drawings if different from design construction drawings;
- o Management and maintenance plan for the lifetime of the development which shall include the arrangements for adoption by any public body or statutory undertaker, or any other arrangements to secure the operation of the sustainable drainage scheme throughout its lifetime.

Reason- To manage flooding and pollution and ensure future maintenance of the surface water drainage system pursuant to policies EN8, EN14, EN17 and DM1 of the Manchester Core Strategy (2012).

21. If no ground works are commenced on site within 12 months of the date of the permission hereby approved, a survey to identify whether badgers are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with any mitigation measures required. Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Manchester Core Strategy (2012).

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

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

23. The development shall be implemented in accordance measures referenced on the Biodiversity Enhancements plan ref: SE0920-04_D02 _GS rev.B , prior to the occupation of the dwellinghouses.

Reason - In order to improve biodiversity within the site, in accordance with policies EN9 and EN15 of the Manchester Core Strategy (2012).

24. If no ground works are commenced on site within 12 months of the date of the permission hereby approved, a survey to identify whether bats are present on the site shall be submitted to, and approved in writing by, the City Council as local planning authority, together with mitigation measures prior to commencement of development . Any mitigation measures which are approved shall be implemented within a timeframe to be agreed with the City Council as local planning authority.

Reason - To safeguard a European Protected Species (Habitats Regulations 1994) to comply with policy EN15 of the Manchester Core Strategy (2012).

25. The landscaping shall be implemented in accordance with plan ref: . SE0920-04_D01 _GS rev.C not later than 12 months from the date the buildings within that phase are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective in that phase of development, another tree or shrub of the same species and size as that originally planted shall be planted at the same place within that phase of development.

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

26. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans within the Arboricultural Impact Assessment dated 10th December 2020; and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use. (a) No retained tree shall be cut down, uprooted or destroyed, nor shall any retained tree be topped or lopped other than in accordance with the approved plans and particulars, without the written approval of the local planning authority. Any topping or lopping approved shall be carried out in accordance with British Standard 5387 (Trees in relation to construction).

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

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

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

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

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

28. Prior to the installation of any utility connections to the dwellinghouses hereby approved fronting onto Vine Street (plot nos. 1-3), finalised details of the excavation methodology to be used in conjunction with the installation of utilities , taken from the options set out with the Excavation Strategies report revision V0 received 21st May 2021; shall be submitted to and approved in writing by the City Council as local planning authority . The development shall be implemented in accordance with the approved details.

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

29. The development hereby approved shall be carried out in accordance with the Energy Statement Ref Z58150 Rev 1. By The Energy Council received by the City Council, as Local Planning Authority, on the 2nd August 2023 A post construction review certificate/statement shall be submitted for approval, within a timescale that has been previously agreed in writing, to the City Council as Local Planning Authority.

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

30. 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).

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 Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

31. 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 accommodation does not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

32. 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 or outbuildings shall be erected onto the new build properties within the development hereby approved other than those expressly authorised by this permission.

Reason - To safeguard the amenities of the occupiers of nearby residential accommodation, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

33. The location, heights, and type of boundary treatment on plan refs: Site Plan Ground plan ref: PL06 C; Boundary Treatment Sheet 1 Boundary types 1-3 ref: BDT 01 B; and Boundary Treatment Sheet 2 Boundary types 4-7 ref: BDT 02 B received 6th November 2023 shall be implemented in full before any property is first occupied and retained as such thereafter.

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

34. The location, heights, and type of acoustic fencing boundary treatment on plan refs: Site Plan Ground plan ref: PL06 C (including annotated reference that the nature of the acoustic boundary treatment measures to be installed satisfy the noise and vibration survey assessment); Boundary Treatment Sheet 1 Boundary types 1-3 ref: BDT 01 B; and Boundary

Treatment Sheet 2 Boundary types 4-7 ref: BDT 02 B received 6th November 2023 shall be implemented in full before any property is first occupied and retained as such thereafter.

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

35. Notwithstanding the General Permitted Development Order 2015 as amended by the Town and Country Planning (Permitted Development and Miscellaneous Amendments) (England) (Coronavirus) Regulations 2020 or any legislation amending or replacing the same, no further development in the form of upward extensions to the buildings shall be undertaken 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 (2012).

36. Prior to the commencement of development, a method statement and risk assessment in relation to works in proximity to the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved method statement and risk assessment .

Reason - To ensure that the construction and subsequent maintenance of the proposal can be carried out without adversely affecting the safety, operational needs or integrity of the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

37. Any scaffolding works to be undertaken within 10m of the railway boundary, shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scaffolding works.

Reason - In the interests of protecting the railway and its boundary from over-sailing scaffolding, pursuant to policies T1 and DM1 of the Manchester Core Strategy (2012).

38. Prior to any vibro-impact works on site, a risk assessment and method statement shall be submitted to ,and approved in writing by City Council as Local Planning Authority. The development shall be carried out in accordance with the approved details.

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester (2012).

39. Prior to any above ground works, details of a scheme to direct both the disposal of surface water and foul water drainage, away from the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To protect the adjacent railway from the risk of flooding, soil slippage and pollution, pursuant to policies EN14, T1 and DM1 of the Manchester Core Strategy (2012).

40. Prior to the commencement of the development, full details of proposed ground levels, earthworks and excavations to be carried out near to the northern boundary with the railway

shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason - To prevent any of the resulting ground levels, earthworks and excavations, from destabilising or impacting the railway, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester (2012).

41. Prior to any above ground works details of appropriate vehicle safety protection measures along the boundary with the railway shall be submitted to and approved in writing by the City Council as Local Planning Authority. The development shall be implemented in accordance with the approved scheme.

Reason- To prevent the design and layout of the road and parking spaces from impacting the adjacent operational railway with accidental vehicle incursion, pursuant to policies T1 and DM1 of the Manchester Core Strategy for Manchester (2012).

42. a) Externally mounted ancillary plant, equipment and servicing shall be selected and/or acoustically treated in accordance with a scheme designed so as to achieve a rating level of 5dB (LAeq) below the typical background (LA90) level at the nearest noise sensitive location. Prior to commencement of the use hereby approved the scheme shall be submitted to and approved in writing by the City Council as local planning authority in order to secure a reduction in the level of noise emanating from the site. The scheme shall be implemented in full before the use commences or as otherwise agreed in writing by the City Council as local planning authority.

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

Reason - To minimise the impact of the development and to prevent a general increase in pre-existing background noise levels around the site, in order to protect future residents from noise disturbance, pursuant to policy DM1 of the Manchester Core Strategy (2012).

43. The bathroom and landing windows at first floor level in the southern elevation of plot nos.6 and 7 on the Block Plans and elevations sheet 2 plan ref: 23.101 PL 10 rev.B shall be obscurely glazed to a specification of no less than level 5 of the Pilkington Glass Scale or such other alternative equivalent, and maintained in perpetuity .

Reason - In the interest of privacy and to protect the amenity and living conditions of adjacent properties and in accordance with policies EN1, SP1 and DM1 of the Manchester Core Strategy(2012).

Informatives

1. Highways

The applicant is advised that any requirements for licensing, hoarding / scaffolding, building maintenance and any associated temporary traffic management arrangements will need

discussion and agreement with the council's Highways Applications and Network Resilience teams via Contact Manchester (Tel. 0161 234 5004).

2. Network Rail

1. Measurements to railway tracks and railway boundary When designing proposals, the developer is advised, that any measurements must be taken from the operational railway / Network Rail boundary and not from the railway tracks themselves. From the existing railway tracks to the Network Rail boundary, the land will include critical infrastructure (e.g. cables, signals, overhead lines, communication equipment etc) and boundary treatments (including support zones) which might be adversely impacted by outside party proposals unless the necessary asset protection measures are undertaken. No proposal should increase Network Rail's liability.

2. The developer is to submit directly to Network Rail, a Risk Assessment and Method Statement (RAMS) for all works to be undertaken within 10m of the operational railway under Construction (Design and Management) Regulations, and this is in addition to any planning consent. Network Rail would need to be re-assured the works on site follow safe methods of working and have also taken into consideration any potential impact on Network Rail land and the existing operational railway infrastructure. The Builder is to ensure that no dust or debris is allowed to contaminate Network Rail land as the outside party would be liable for any clean-up costs. Review and agreement of the RAMS will be undertaken between Network Rail and the applicant/developer. The applicant /developer should submit the RAMs directly to: AssetProtectionLNWNorth@networkrail.co.uk

3. Fencing

The applicant will provide at their own expense (if not already in place):

- A suitable trespass proof steel palisade fence of a minimum height of 1.8m adjacent to the boundary with the railway/railway land.
- The fence must be wholly constructed and maintained within the applicant's land ownership footprint.
- All foundations must be wholly constructed and maintained within the applicant's land ownership footprint without over-sailing or encroaching onto Network Rail's boundary.
- The fence must be set back at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments.
- Existing Network Rail fencing, and boundary treatments, must not be damaged or removed in any way.
- Network Rail will not allow any maintenance works for proposal fencing or proposal boundary treatments to take place on its land.
- Proposal fencing must not be placed on the boundary with the railway.
- Any fencing over 1.8m in height will require agreement from Network Rail with details of foundations and wind loading calculations submitted for review.
- The fence should be maintained by the developer and that no responsibility is passed to Network Rail.

4. Encroachment

The developer/applicant must ensure that their proposal, both during construction, and after completion of works on site, does not affect the safety, operation or integrity of the operational railway, Network Rail land and its infrastructure or undermine or damage or adversely affect any railway land and structures. There must be no physical encroachment of the proposal onto Network Rail land, no over-sailing into Network Rail air-space and no encroachment of foundations onto Network Rail land or under the Network Rail boundary. All buildings and structures on site including all foundations / fencing foundations must be constructed wholly within the applicant's land ownership footprint. Buildings and structures must not over-sail Network Rail air-space. Any future maintenance must be conducted solely within the applicant's land ownership. Rainwater goods must not discharge towards or over the railway boundary. Should the applicant require access to Network Rail land to facilitate their proposal they would need to approach the Network Rail Asset Protection Team at least 20 weeks before any works are due to commence on site. The applicant would be liable for all costs incurred in facilitating the proposal and an asset protection agreement may be necessary to undertake works. Network Rail reserves the right to refuse any works by an outside party that may adversely impact its land and infrastructure. Any unauthorised access to Network Rail air-space or land will be deemed an act of trespass.

5. Scaffolding

Scaffolding which is to be constructed within 10 metres of the Network Rail / railway boundary must be erected in such a manner that at no time will any poles over-sail the railway and protective netting around such scaffolding must be installed. The applicant / applicant's contractor must consider if they can undertake the works and associated scaffolding / access for working at height within the footprint of their land ownership boundary. The applicant is reminded that when pole(s) are erected for construction or maintenance works, they must have a minimum 3m failsafe zone between the maximum height of the pole(s) and the railway boundary. This is to ensure that the safety of the railway is preserved, and that scaffolding does not: Fall into the path of on-coming trains Fall onto and damage critical and safety related lineside equipment and infrastructure Fall onto overhead lines bringing them down, resulting in serious safety issues (this is applicable if the proposal is above the railway and where the line is electrified).

6. Vibro-Impact Machinery

If vibro-compaction machinery / piling machinery or piling and ground treatment works are to be undertaken as part of the development, details of the use of such machinery and a method statement must be submitted to the Network Rail for agreement. All works shall only be carried out in accordance with the method statement and the works will be reviewed by Network Rail. The Network Rail Asset Protection Engineer will need to review such works in order to determine the type of soil (e.g. sand, rock) that the works are being carried out upon and also to determine the level of vibration that will occur as a result of the piling. The impact upon the railway is dependent upon the distance from the railway boundary of the piling equipment, the type of soil the development is being constructed upon and the level of vibration. Each proposal is therefore different and thence the need for Network Rail to review the piling details / method statement. Maximum allowable levels of vibration - CFA piling is preferred as this tends to give rise to less vibration. Excessive vibration caused by piling can damage railway structures and cause movement to the railway track as a result of the consolidation of track ballast. The developer must demonstrate that the vibration does not exceed a peak particle velocity of 5mm/s at any structure or with respect to the rail track.

7. Drainage proposals and Network Rail land

In order to comply with the NPPF, the applicant must ensure that the proposal drainage does not increase Network Rail's liability, or cause flooding pollution or soil slippage, vegetation or boundary issues on railway land. Therefore, the proposed drainage on site will include the following: All surface waters and foul waters must drain away from the direction of the railway boundary. Soakaways for the proposal must be placed at least 30m from the railway boundary. Any drainage proposals for less than 30m from the railway boundary must ensure that surface and foul waters are carried from site in closed sealed pipe systems. Suitable drainage or other works must be provided and maintained by the developer to prevent surface water flows or run-off onto Network Rail's land and infrastructure. Proper provision must be made to accept and continue drainage discharging from Network Rail's property. Drainage works must not impact upon culverts, including culverts/brooks etc that drain under the railway. The applicant will not be permitted to direct surface or foul waters into culverts which run under the railway – any discharge of surface water under the railway via a culvert will require review and agreement from Network Rail who reserve the right to refuse use of any culverts. The developer must ensure that there is no surface or sub-surface flow of water towards the operational railway. Rainwater goods must not discharge in the direction of the railway or onto or over the railway boundary. NB: Soakaways can materially affect the strength of soil leading to stability issues. A large mass of water wetting the environment can soften the ground, and a build-up of water can lead to issues with the stability of Network Rail retaining walls/structures and the railway boundary. Network Rail does not accept the installation of soakaways behind any retaining structures as this significantly increases the risk of failure and subsequent risk to the travelling public. If the developer and the council insists upon a sustainable drainage and flooding system

then the issue and responsibility of flooding, water saturation and stability issues should not be passed onto Network Rail. They recognise that councils are looking to proposals that are sustainable, however, they would remind the applicant that flooding, drainage, surface and foul water management risk as well as stability issues should not be passed 'elsewhere', i.e. on to Network Rail land. The drainage proposals are to be agreed with Network Rail and surface water drainage on the site should be removed by a closed sealed pipe system. The HSE identifies railways as a Major Hazard Industry. An earthwork failure within a high-hazard area has the potential to result in a catastrophic accident with multiple fatalities or long-lasting environmental issues. It should be noted that where the actions of an adjacent landowner have caused a landslide on the railway the loss adjusters are likely to advise recovery of Network Rail costs from the 3rd party, which would include costs of remediation and recovery of costs to train operators. Many railway earthworks were constructed in the Victorian period and are susceptible to failure by water saturation. Water saturation leads to an increase in pore water pressure within the earthwork material. Please also note that railways, and former railway land adjacent to it, is considered as contaminated land due to historic use of railways, which can affect the suitability of infiltration drainage.

8. Excavation and Earthworks and Network Rail land:

The NPPF states: "178. Planning policies and decisions should ensure that: a. A site is suitable for its proposed use taking account of ground conditions and any risks arising from land instability." In order to comply with the NPPF, the applicant will agree all excavation and earthworks within 10m of the railway boundary with Network Rail. Network Rail will need to review and agree the works to determine if they impact upon the support zone of our land and infrastructure as well as determining relative levels in relation to the railway. Network Rail would need to agree the following: Alterations to ground levels De-watering works Ground stabilisation works Works to retaining walls Construction and temporary works Maintenance of retaining walls Ground investigation works must not be undertaken unless agreed with Network Rail. Confirmation of retaining wall works (either Network Rail and/or the applicant). Alterations in loading within 15m of the railway boundary must be agreed with Network Rail. For works next to a cutting or at the toe of an embankment the developer / applicant would be required to undertake a slope stability review. Network Rail would need to review and agree the methods of construction works on site to ensure that there is no impact upon critical railway infrastructure. No excavation works are to commence without agreement from Network Rail. The council are advised that the impact of outside party excavation and earthworks can be different depending on the geography and soil in the area. The developer is also advised that support zones for railway infrastructure may extend beyond the railway boundary and into the proposal area. Therefore, consultation with Network Rail is requested. Any right of support must be maintained by the developer.

9. 3m Gap

Network Rail requires that the developer includes a minimum 3 metres gap between the buildings and structures on site and the railway boundary. Less than 3m from the railway boundary to the edge of structures could result in construction and future maintenance works being undertaken on Network Rail land, and close to the railway boundary potentially impacting support zones or lineside cabling. All the works undertaken to facilitate the design and layout of the proposal should be undertaken wholly within the applicant's land ownership footprint including all foundation works. Network Rail requires a minimum 3m easement between structures on site and the railway boundary to ensure that they can maintain and renew their boundary treatments.

10. Noise

The developer (along with their chosen acoustic contractor) are recommended to engage in discussions to determine the most appropriate measures to mitigate noise and vibration from the existing operational railway to ensure that there will be no future issues for residents once

they take up occupation of the dwellings. The NPPF states, “182. Where the operation of an existing business or community facility could have a significant adverse effect on new development (including changes of use), in its vicinity, the applicant (or ‘agent of change’) should be required to provide suitable mitigation before the development has been completed.” Network Rail is aware that residents of developments adjacent to or in close proximity to, or near to the existing operational railway have in the past discovered issues upon occupation of dwellings with noise and vibration. It is therefore a matter for the developer and the council via mitigation measures and conditions to ensure that any existing noise and vibration, and the potential for any future noise and vibration are mitigated appropriately prior to construction. To note are: The current level of railway usage may be subject to change at any time without prior notification including increased frequency of trains, night time train running, heavy freight trains, trains run at weekends /bank holidays. Maintenance works to trains could be undertaken at night and may mean leaving the trains’ motors running which can lead to increased levels of noise and vibration. Network Rail carry out works at night on the operational railway when normal rail traffic is suspended and these works can be noisy and cause vibration. Network Rail may need to conduct emergency works on the existing operational railway line which may not be notified to residents in advance due to their safety critical nature, and may occur at any time of the day or night, during bank holidays and at weekends. Works to the existing operational railway may include the presence of plant and machinery as well as vehicles and personnel for works. The proposal should not prevent Network Rail from its statutory undertaking. Network Rail is a track authority. It may authorise the use of the track by train operating companies or independent railway operators and may be compelled to give such authorisation. Its ability to respond to any enquiries regarding intended future use is therefore limited. The scope and duration of any Noise and Vibration Assessments may only reflect the levels of railway usage at the time of the survey. Any assessments required as part of CDM (Construction Design Management) or local planning authority planning applications validations process are between the developer and their appointed contractor. Network Rail cannot advise third parties on specific noise and vibration mitigation measures. Such measures will need to be agreed between the developer, their approved acoustic contractor and the local planning authority. Design and layout of proposals should take into consideration and mitigate against existing usage of the operational railway and any future increase in usage of the said existing operational railway. Noise and Vibration Assessments should take into account any railway depots, freight depots, light maintenance depots in the area. If a Noise and Vibration Assessment does not take into account any depots in the area then the applicant will be requested to reconsider the findings of the report. Railway land which is owned by Network Rail but which may be deemed to be ‘disused ‘ or ‘mothballed’, may be brought back into use. Any proposals for residential development should include mitigation measures agreed between the developer, their acoustic contractor and the LPA to mitigate against future impacts of noise and vibration, based on the premise that the railway line may be brought back into use. Works may be carried out to electrify railway lines and this could create noise and vibration for the time works are in progress. Electrification works can also result in loss of lineside vegetation to facilitate the erection of stanchions and equipment.

11. Trees

Proposals for the site should take into account the recommendations of, ‘BS 5837:2012 Trees in Relation to Design, Demolition and Construction’, which needs to be applied to prevent long term damage to the health of trees on Network Rail land so that they do not become a risk to members of the public in the future. No trees shall be planted next to the boundary with the railway land and the operational railway, except for evergreen shrubs which shall be planted a minimum distance from the Network Rail boundary that is equal to their expected mature growth height. The vegetation planting must be in line with the attached matrix which has been agreed with the Tree Council. This is to prevent long term issues with leaf fall impacting the operational railway.

12. Parking / Hard Standing Area

Where a proposal calls for the following adjacent to the boundary with the operational railway, running parallel to the operational railway or where the existing operational railway is below the height of the proposal site: · hard standing areas · turning circles · roads, public highways to facilitate access and egress from developments Network Rail requests the installation of suitable high kerbs or crash barriers (e.g. Armco Safety Barriers). This is to prevent vehicle incursion from the proposal area impacting upon the safe operation of the railway.

13. BAPA (Basic Asset Protection Agreement) As the proposal includes works which could impact the existing operational railway and in order to facilitate the above, a BAPA (Basic Asset Protection Agreement) will need to be agreed between the developer and Network Rail. The developer will be liable for all costs incurred by Network Rail in facilitating this proposal, including any railway site safety costs, possession costs, asset protection costs / presence, site visits, review and agreement of proposal documents and any buried services searches. The BAPA will be in addition to any planning consent. The applicant / developer should liaise directly with Asset Protection to set up the BAPA.

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
MCC Flood Risk Management
United Utilities Water PLC
Greater Manchester Police
The Coal Authority
Greater Manchester Ecology Unit
Network Rail

4 Wycombe Avenue, Manchester, M18 8SS
113 Vine Street, Manchester, M18 8SR
19 Annable Road, Manchester, M18 8QR
4 Burstead Street, Manchester, M18 8ST
95 Vine Street, Manchester, M18 8SR
89 Vine Street, Manchester, M18 8SR
85 Vine Street, Manchester, M18 8SR
121 Vine Street, Manchester, M18 8SR
119 Vine Street, Manchester, M18 8SR
123 Vine Street, Manchester, M18 8SR
109 Vine Street, Manchester, M18 8SR
103 Vine Street, Manchester, M18 8SR
101 Vine Street, Manchester, M18 8SR
3 Burstead Street, Manchester, M18 8ST
2 Burstead Street, Manchester, M18 8ST
1 Burstead Street, Manchester, M18 8ST
3 Wycombe Avenue, Manchester, M18 8SS
1 Claymore Street, Manchester, M18 8SQ
23 Grapevine Avenue, Manchester, M18 8YB
22 Grapevine Avenue, Manchester, M18 8YB
Unit 8, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 7, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 5, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 6, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 1, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 2, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Sapphire Garage, Lees Street, Manchester, M18 8QL
Unit 4, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Flat 1, 97 Vine Street, Manchester, M18 8SR
1 Wycombe Avenue, Manchester, M18 8SS
93 Vine Street, Manchester, M18 8SR
87 Vine Street, Manchester, M18 8SR
117 Vine Street, Manchester, M18 8SR
25 Annable Road, Manchester, M18 8QR
Unit 9, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 14, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 12, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 11, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
Unit 10, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
97 Vine Street, Manchester, M18 8SR
35 Annable Road, Manchester, M18 8QR

33 Annable Road, Manchester, M18 8QR
29 Annable Road, Manchester, M18 8QR
27 Annable Road, Manchester, M18 8QR
23 Annable Road, Manchester, M18 8QR
21 Annable Road, Manchester, M18 8QR
99 Vine Street, Manchester, M18 8SR
91 Vine Street, Manchester, M18 8SR
111 Vine Street, Manchester, M18 8SR
105 Vine Street, Manchester, M18 8SR
3 Claymore Street, Manchester, M18 8SQ
31 Annable Road, Manchester, M18 8QR
17 Annable Road, Manchester, M18 8QR
107 Vine Street, Manchester, M18 8SR
Unit 3, Enterprise Trading Estate, Lees Street, Manchester, M18 8QU
2 Wycombe Avenue, Manchester, M18 8SS
125 Vine Street, Manchester, M18 8SR
115 Vine Street, Manchester, M18 8SR
24 Grapevine Avenue, Manchester, M18 8YB
25 Grapevine Avenue, Manchester, M18 8YB
21 Grapevine Avenue, Manchester, M18 8YB
20 Grapevine Avenue, Manchester, M18 8YB
19 Grapevine Avenue, Manchester, M18 8YB
18 Grapevine Avenue, Manchester, M18 8YB
17 Grapevine Avenue, Manchester, M18 8YB
32 Grapevine Avenue, Manchester, M18 8YB
16 Grapevine Avenue, Manchester, M18 8YB
4 Grapevine Avenue, Manchester, M18 8YB
3 Grapevine Avenue, Manchester, M18 8YB
2 Grapevine Avenue, Manchester, M18 8YB
1 Grapevine Avenue, Manchester, M18 8YB
102 Vine Street, Manchester, M18 8YA
29 Grapevine Avenue, Manchester, M18 8YB
28 Grapevine Avenue, Manchester, M18 8YB
27 Grapevine Avenue, Manchester, M18 8YB
26 Grapevine Avenue, Manchester, M18 8YB
30 Grapevine Avenue, Manchester, M18 8YB
31 Grapevine Avenue, Manchester, M18 8YB
100 Vine Street, Manchester, M18 8YA

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 Zone - All Exceeding 90M
Coal Authority - Development Low Risk - Name: DEVELOPMENT_LOW_RISK_AREA
Historic Landfill Site 250m Buffer -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Less) -
Susceptible to Surf Water Flood (Middle) -
Area Team Boundary - Name: NORTH AREA

