

Planning

Growth & Development

Delegated officer report for planning application

Application no. 133107/FO/2022

Date registered valid: 1 June 2022

Proposal: Erection of three storey front extension to create 3 no. additional dwellings with associated alterations to car parking

Address: 5 Cotton Hill, Manchester, M20 4XR

Ward(s): Withington Ward

Applicant: Mr Andrew Roberts, ABR Properties Limited, 29/A Andrew Lane, Stockport, SK6 8HX

Agent (if any): Mr Antony Ratcliff, Cestria Partnership Limited, 5 Spath Lane, SK9 3QN

Case officer: David Lawless
Tel: 0161 234 4543
Email: david.lawless@manchester.gov.uk

Recommendation: Approve

Date of recommendation: 4 October 2023



Application details

Type of application: Full Application Consent

Development type: Minor Dwellings

Date of site visit: 29 July 2022

Standard consultations:

Printed: 8 June 2022 Expired: 29 June 2022

Neighbour notifications

Printed: 8 June 2022 Expired: 29 June 2022

Site notice

No site notice has been produced

Press advert

No press advert had been published

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building/area

This application relates to a 1950's apartment building located between Cotton Hill and Henwood Road. The apartment building consists of three wings located around a parking courtyard facing and opening onto Cotton Hill. The apartment building is predominantly red brick, topped by a pitched roof and contains 18 two bed roomed apartments over the three floors. To the south of the apartment building and within the curtilage of the application site is the car parking area for the residents of the apartment building, this is accessed off Henwood Road. Trees are located along the Cotton Hill and Henwood Road perimeters of the site.

To the north of the site are the rear gardens of nos. 2-20 Cotton Lane (a 2 storey residential terrace), while to the south is located the side elevation of no. 42 Henwood Road, a 2 storey end-terraced dwelling. To the west and east of the site, lies nos. 24-48 Cotton Hill and nos. 13-37 Henwood Road respectively, both of which consist of 2 storey dwellings.

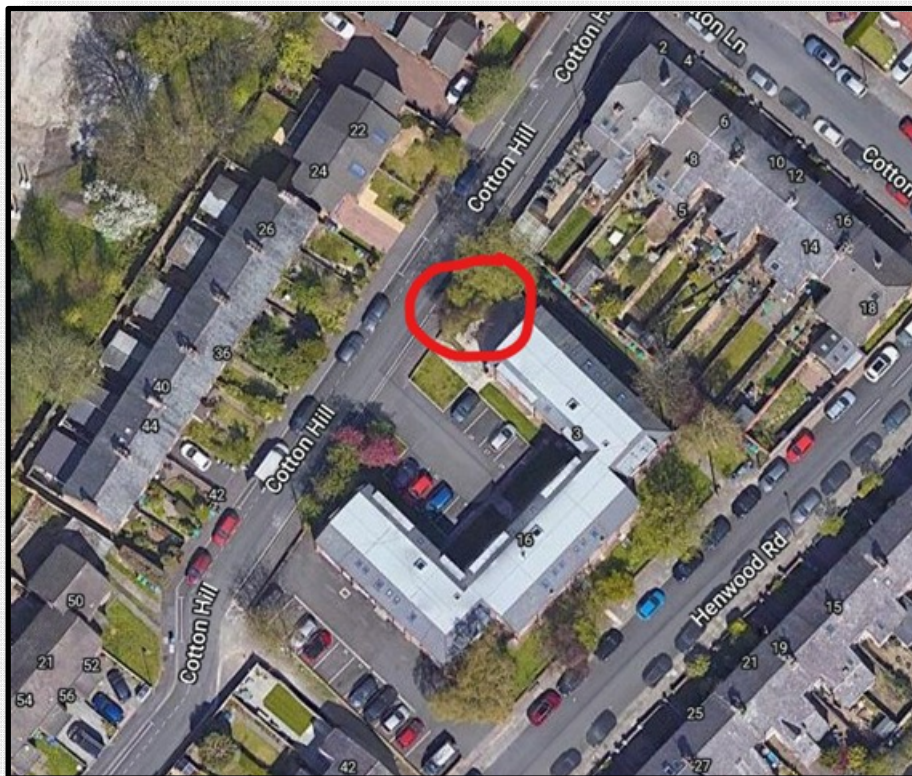
Listed building: No

Conservation area: No

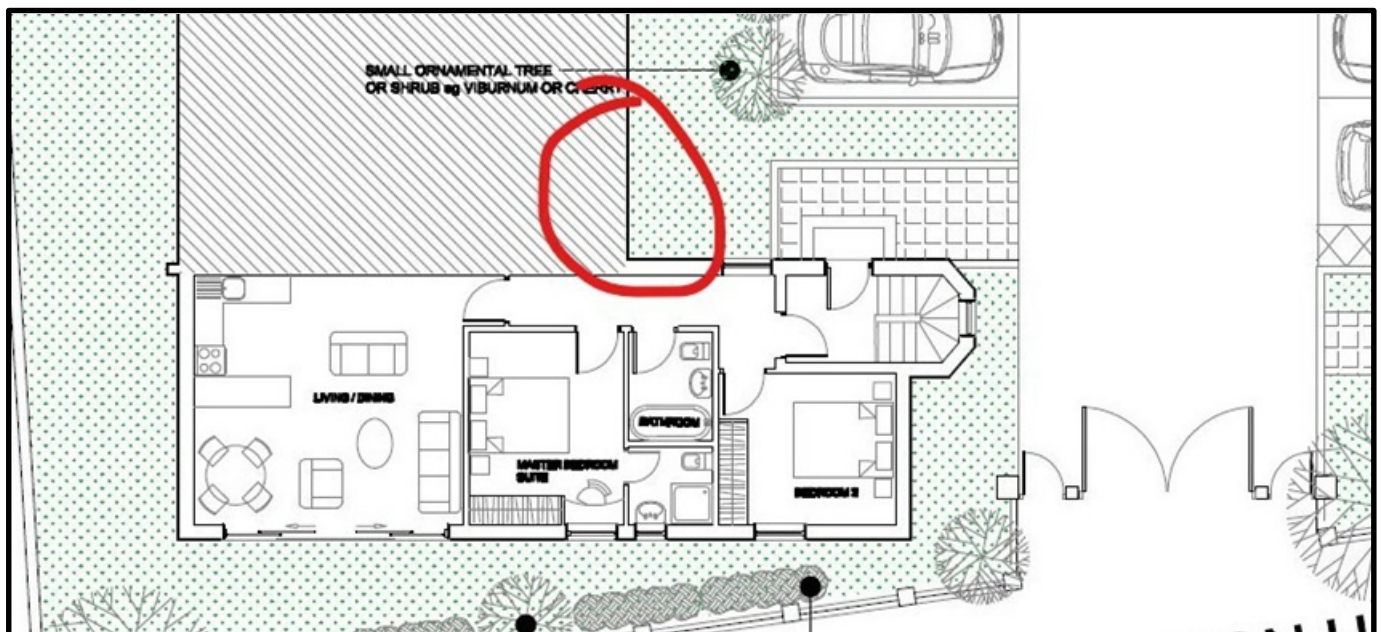
Tree Preservation Order: No

Description of development

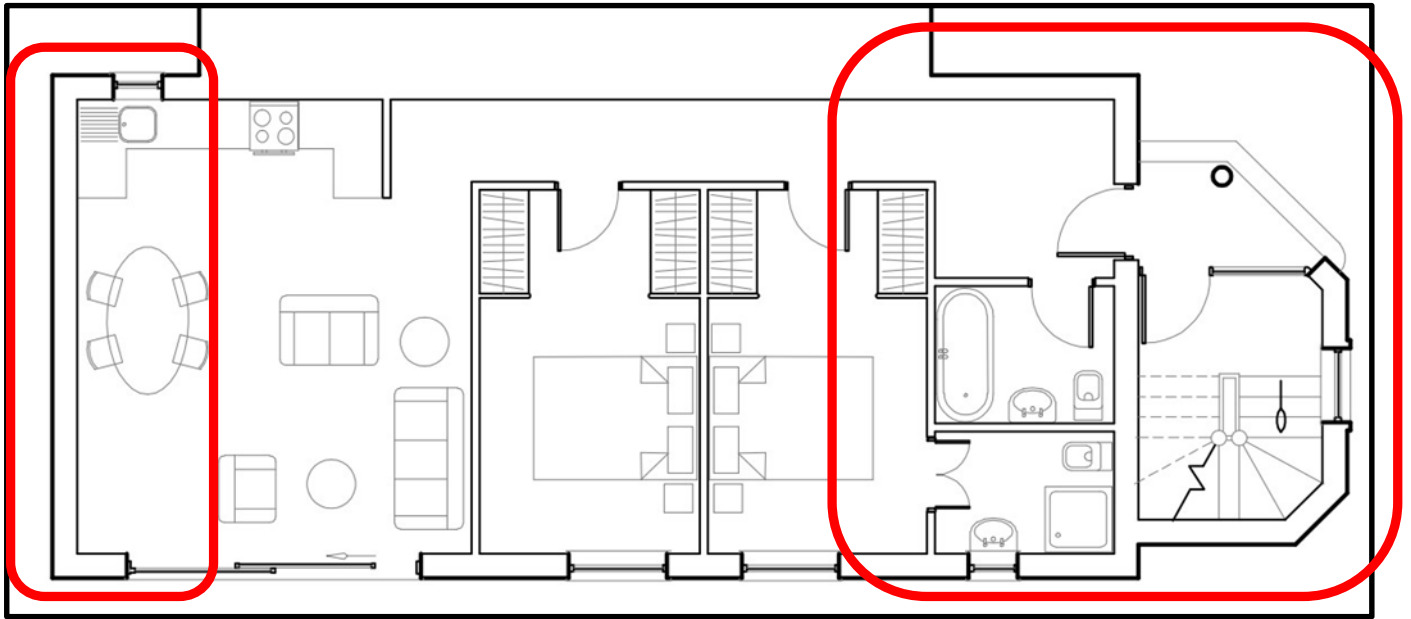
The applicant is proposing to erect a three storey extension on the Cotton Hill frontage to provide an additional three self-contained flats, all of which would be two bed. The location of the extension is shown overleaf:



Originally the applicant proposed a scheme with the following footprint, but following concerns about the impact on the windows of the neighbouring flat (circled in red) the scheme was reduced in size.



The revised scheme is shown overlaid, with the reduced projection at the front and the new rear projection edged in red.



Consultations & Notification Responses

Local Residents – Ten letters of objection have been received, five in relation to the original proposal and five in relation to the revised scheme. The comments are summarised as follows:

Comments on the revised scheme:

- The creation of a three storey extension will cause a loss of light and overshadowing.
- Similarly, the construction of this three storey development will introduce overlooking of nearby properties.
- The introduction of these works will remove existing landscaping causing detriment to visual amenity and the loss of trees, which has already been the case with a centennial Birch being cut for the purpose of building this 3 storey extension.
- Increasing the height of the flats impacts on light at the back of Cotton Lane properties, particularly in winter.
- Inadequate parking will be provided, leading to on-street parking, further exacerbating existing problems.
- Both the previously approved landscaping and cycle store have not been provided as per the condition.

Comments on the original scheme:

- The area surrounding Henwood Road and Cotton Lane / Hill comprises of low scale (2-2.5 storey) terraced and semi-detached family housing. These proposals for the above site should have due regard to Policy EN1(Design Principles and Strategic Character Areas) and Policy H2.2 of the Unitary Development Plan. The site is located in the southern character area where development is expected to retain the identity and focus of activity associated with the historic district centres and along the radial routes should be commensurate in scale with the prominence of its location.

- The proposals for a development would pay no regard to these requirements, particularly that development should be commensurate in scale with the prominence of its location. Cotton Lane / Hill is a quiet residential road, characterised by low scale family housing. The proposals would by virtue of its density and the extent of the footprint of the building and associated hard surfaced parking areas, result in the cramped overdevelopment of the site and would be detrimental to the character and residential amenities of the area and therefore contrary to local policy.
- Of significant concern is the proposed interface distances and potential impacts on amenity for residents living in the terraced housing along Cotton Lane. Proposed interface distances already fall notably short of standard guidance and significantly short of the 24m which would be expected where there is a increase in storey height from one property to another.
- The proximity of overlooking windows will significantly affect use of external areas such as gardens spaces and will have an overbearing and unacceptable adverse effect on neighbouring properties.
- The erection of the extension would lead to overshadowing and overlooking, both of which would impact on existing levels of residential amenity.
- It appears in the plans that sufficient additional parking has not been provided, particularly considering each property will likely have at least one, if not two, vehicles. This concern is primarily based on the current availability of parking in the area for residence on both Henwood Road and Cotton Hill. However, this may be resolved if residents of the flats who are allocated parking do not have the right to acquire additional on street parking permits, as this might ensure that the on-street parking available to the adjacent properties is maintained for those dwellings.
- The building will take away car parking spaces but will produce more cars, there is already congestion on this road, now there will be more. This is an area of suburban housing with few flats, there is no need for yet more high rise development.
- How can the council approve this application when the previous amenity space agreed through the planning process has not been delivered, and is in fact going to be built upon?
- The proposals completely ignore the previous failure to provide cycle parking facilities, with the building's extension in fact restricting access to the area of the site previously approved to have these facilities.
- The 'proposed' removal of a silver birch tree has already taken place (during nesting season), despite the tree being assessed as a "large, well established tree with high amenity value" and as a "prominent feature of the local landscape" as part of the site's previous planning application in 2017.

Withington Civic Society – Made the following comments:

- The proposed development would be a gross overdevelopment of the site
- It would upset the symmetry of the existing building.
- It would bring the building too close to the road.
- The scale, height and massing of the existing building is already out of character with the surrounding two storey terraces and this would make the building even more dominant in the street scene.
- It is difficult to see how the proposed extension would not completely eliminate the Juliet balcony and window of the upper flat to which it would be attached.
- Additional flats would have parking and traffic implications.
- The Society also notes the comments made in the application about the birch tree. This should of course be the subject of an expert's report, but for the avoidance of doubt the Society would object to the removal of this tree.

Highway Services – Have made the following comments:

- Given that the proposed development is resultant in three additional residential apartments, the number of vehicular trips associated with site is expected to be minimal. It is therefore accepted that the adjacent highway network can facilitate such additional demands with no highway safety or capacity concerns.
- It is noted that the surrounding does have parking restrictions, residential parking scheme and on-street parking in place. It is also noted that the site is located within close proximity to the hospital. However, the development does currently have 100% parking provision and will increase this in line with the development of the three apartments.
- The site is well accessed by sustainable modes of transport.
- It is understood that the existing access is to be altered. Gates will be installed at the access for both pedestrians and vehicles. The plans show that there will be a recess area to allow vehicles to park off the highway whilst waiting to access the car park. It is requested that the waiting area is a minimum of 5 metres to allow vehicles to wait and not impact the adopted highway or pedestrian movements.
- There are currently 18 car parking spaces in place at the site for the use of the existing 18 apartments (a rate of 1:1 provision). The proposals will increase car parking spaces to 21, thus equating to a provision of 100% parking. This is acceptable to Highways.

Environmental Health – Suggests the imposition of refuse storage and contaminated land conditions.

Neighbourhood Team Leader (Arboriculture) – Requests the submission of a more detailed landscaping plan.

Policies

The National Planning Policy Framework (September 2023) – The National Planning Policy Framework sets out the Government's planning policies for England and how these should be applied. It provides a framework within which locally prepared plans for housing and other development can be produced. Planning law requires that applications for planning permission be determined in accordance with the development plan, i.e. the Core Strategy Development Plan Document and accompanying policies, unless material considerations indicate otherwise. The National Planning Policy Framework is a material consideration in planning decisions.

Paragraph 11 states that plans and decisions should apply a presumption in favour of sustainable development, which for decision-taking means:

- c) approving development proposals that accord with an up-to-date development plan without delay; or
- d) where there are no relevant development plan policies, or the policies which are most important for determining the application are out-of-date, granting permission unless:
 - i. the application of policies in this Framework that protect areas or assets of particular importance provides a clear reason for refusing the development proposed; or
 - ii. any adverse impacts of doing so would significantly and demonstrably outweigh the benefits, when assessed against the policies in this Framework taken as a whole.

Paragraph 12 states that the presumption in favour of sustainable development does not change the statutory status of the development plan as the starting point for decision-making. Where a planning application conflicts with an up-to-date development plan (including any neighbourhood plans that form part of the development plan), permission should not usually be granted. Local planning authorities may take decisions that depart from an up-to-date development plan, but only if material considerations in a particular case indicate that the plan should not be followed.

In addition to the above, Section 5 (*Delivering a sufficient supply of homes*) is of relevance:

Paragraph 60 states that 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.

Paragraph 69 states that small and medium sized sites can make an important contribution to meeting the housing requirement of an area, and are often built-out relatively quickly. To promote the development of a good mix of sites local planning authorities should support the development of windfall sites through their policies and decisions, giving great weight to the benefits of using suitable sites within existing settlements for homes.

Paragraph 104 states that transport issues should be considered from the earliest stages of plan-making and development proposals, so that opportunities to promote walking, cycling and public transport use are identified and pursued.

Paragraph 107 states that if setting local parking standards for residential and non-residential development, policies should take into account the accessibility of the development; the type, mix and use of development; the availability of and opportunities for public transport; local car ownership levels; and the need to ensure an adequate provision of spaces for charging plug-in and other ultra-low emission vehicles.

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

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

Policy SP1, *Spatial Principles* – Development in all parts of the City should make a positive contribution to neighbourhoods of choice including creating well designed places that enhance or create character and protect and enhance the built and natural environment.

Policy EN 1, *Design Principles and Strategic Character Areas* – All development in Manchester will be expected to follow the seven principles of urban design, as identified in national planning guidance and listed above and have regard to the strategic character area in which the development is located. Opportunities for good design to enhance the overall image of the City should be fully realised, particularly on major radial and orbital road and rail routes.

Policy H1, Overall Housing Provision – This policy states that the proportionate distribution of new housing, and the mix within each area, will depend on a number of factors and goes on to state that new residential development should take account of the need to:

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

Policy H6, *South Manchester* – South Manchester will accommodate around 5% of new residential development over the lifetime of the Core Strategy. High density development in South Manchester will generally only be appropriate within the district centres of Chorlton, Didsbury, Fallowfield, Levenshulme, and Withington, as part of mixed-use schemes. Outside the district centres priorities will be for housing which meets identified shortfalls, including family housing and provision that meets the needs of elderly people, with schemes adding to the stock of affordable housing.

Policy DM1, *Development Management* – This policy states that all development should have regard to a number of issues, in this instance the most relevant are considered as follows:-

- Appropriate siting, layout, scale, form, massing, materials and detail.
- Impact on the surrounding areas in terms of the design, scale and appearance of the proposed development. Development should have regard to the character of the surrounding area.
- Effects on amenity, including privacy, light, noise, vibration, air quality, odours, litter, vermin, birds, road safety and traffic generation. This could also include proposals which would be sensitive to existing environmental conditions, such as noise.
- Accessibility: buildings and neighbourhoods fully accessible to disabled people, access to new development by sustainable transport modes.
- 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.
- Effects relating to biodiversity, landscape, archaeological or built heritage.
- Flood risk and drainage.

The Manchester Green and Blue Infrastructure Strategy (G&BIS) – The G&BIS sets out objectives for environmental improvements within the City in relation to key objectives for growth and development.

Building on the investment to date in the city's green infrastructure and the understanding of its importance in helping to create a successful city, the vision for green and blue infrastructure in Manchester over the next 10 years is:

By 2025 high quality, well maintained green and blue spaces will be an integral part of all neighbourhoods. The city's communities will be living healthy, fulfilled lives, enjoying access to parks and greenspaces and safe green routes for walking, cycling and exercise throughout the city. Businesses will be investing in areas with a high environmental quality and attractive surroundings, enjoying access to a healthy, talented workforce. New funding models will be in place, ensuring progress achieved by 2025 can be sustained and provide the platform for ongoing investment in the years to follow.

Four objectives have been established to enable the vision to be achieved:

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.

Issues

Principle of the Proposal – As this proposal is to extend an existing flat block, rather than build a new standalone apartment building, there is no objection in principle to the development. Notwithstanding this, any potential impact upon existing levels of residential and visual amenity, along with impact on pedestrian and highway safety must be assessed.

Space Standards – The City Council adopted the Manchester Residential Quality Guidance in December 2016 and within that document reference is made to the use of a combination of the Nationally Described Space Standards and the London Housing Design Guide space standards to form Manchester's space standards for residential developments.

The amount of floor space proposed for the apartments and that required under the guidance is detailed below:

- 2 bed apartments – 65m² (Space Standard – 61 to 70m²)

Given the above, the amount of floorspace proposed is considered acceptable.

Design – The extension would be constructed from matching brick and topped with the same Dutch barn style roof. The windows would match those already installed in the extended floor. Overall, the design of the proposal is considered acceptable.

Siting – The proposed extension is to be sited on the hardsurfaced area between the northern wing of the building and Cotton Hill. Originally, this was to be a bin and amenity area but only the bin store was implemented. The proposed extension does bring the built form closer to the back of pavement but it is not too dissimilar to the current arrangement experienced with the southern wing of the apartment block.

The revised proposal now includes a rearward projection of approximately 1.75m. As this is still approximately 19m from the main rear elevations of the dwellings on Cotton Hill it is not considered that siting the extension in this location would lead to overshadowing or overlooking.

Residential Amenity – A number of factors have been assessed in order to judge the impact of the proposal upon residential amenity:

Impact upon Privacy – Privacy can be delivered in a variety of ways; the nature of this and what will be appropriate will depend on location and degree of enclosure and screening. Although there is no specific privacy standard, Manchester still relies, as a bench mark, on privacy distances adopted in the past. These distances also reflect those widely used across the country today. They recommend for “directly opposite” habitable windows, as in the case of the proposed front elevation and the front elevation of those properties on Cotton Hill, a distance of 21 metres. As the extension would be located approximately 21 metres from the dwellings on the opposite side of Cotton Hill, it is not considered that the development would lead to any undue loss of privacy resulting from overlooking.

The elevation facing the dwellings on Cotton Lane would be blank so there would be no loss of privacy resulting from the northern elevation of the proposed extension.

Noise – Given the number of units proposed and the domestic nature of the activity that would be associated with them, it is not considered that the proposal would be an inherently noise generating development.

Daylight/Overshadowing – Given the height and orientation of the proposed extension and the fact it is sited a sufficient distance from any of the adjoining properties, it is not considered it would lead to a reduction in the daylight levels enjoyed by neighbouring residents or lead to overshadowing.

Overall, it is not considered that the proposal would have an unduly detrimental impact upon the levels of residential amenity currently enjoyed within the vicinity of the site.

Visual Amenity – Given the design and siting of the proposal, it is not considered that the proposed extension would have an unduly detrimental impact upon the existing levels of visual amenity enjoyed along Cotton Hill.

Landscaping – The indicative landscaping shows that six trees and boundary hedging are to be planted within the curtilage of the site. Overall, this level of provision is considered acceptable. However, to ensure that the right species are used and thereafter maintained the imposition of a landscaping condition is considered appropriate in this instance.

Pedestrian and Highway Safety – It is not considered that the additional dwellings would generate such significant levels of traffic or concentrated traffic movements so as to prove detrimental to the levels of pedestrian and highway safety currently enjoyed along Cotton Hill. Highway Services have confirmed that the level of proposed development is acceptable and have raised no highway safety objections to the proposal.

Car Parking – The applicant is proposing to increase the car parking numbers to 21, i.e. one per apartment. Given the concerns raised by local residents regarding the existing on-street parking problems this provision is considered acceptable.

Electric Vehicle Charging – The applicant has confirmed that vehicle charging points are to be installed within the curtilage of the site. The imposition of condition no. 6 would ensure that the correct number and type of charging units is installed within the car park.

Air Quality – During the construction phase of the development there is the potential for air quality impacts as a result of dust emissions from the site. Assuming dust control measures are implemented as part of the proposed works, the significance of potential air quality impacts from dust generated by earthworks, construction and trackout activities is predicted to be negligible. It is considered that the imposition of a Construction Management Condition would ensure that appropriate dust management measures are implemented during the construction phase.

It is recognised that during the operational phase of the development there is the potential for air quality impacts as a result of vehicle exhaust emissions associated with traffic generated by the proposal, i.e. the comings and goings of residents and visitors to the site. However, given the number of units proposed, the overall significance of potential impacts is considered to be low.

As a result of the above it is considered that the proposal would not have a detrimental impact upon the air quality levels experienced throughout the site and within the vicinity of it.

Cycle Parking – Cycle parking is to be provided adjacent to the main entrance. A condition is suggested to ensure that it would be installed and thereafter retained.

Waste Storage – Refuse storage would take place adjacent to the southern wing of the apartment block, with the bins themselves being moved to Cotton Hill on collection day. While the location is considered acceptable, as requested by Environmental Health, a condition would be imposed requiring the applicant to submit and adhere to a Waste Management Strategy.

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 to resolve any problems arising in relation to dealing with the planning application.

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

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

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

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

- a) Drawing no. A22-03-P-15 – Revised Floor Plans, received on 11 June 2023
- b) Drawing no. A22-03-P-16 – Revised Elevations, received on 11 June 2023
- c) Drawing no. A22-03-P-17 – Proposed Site Plan, received on 3 October 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.

3) Above-ground construction works shall not commence until samples and specifications of all materials, to be used in the external elevations have been submitted to and approved in writing by the City Council as local planning authority. Thereafter the development shall be carried out in accordance with those details.

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

4) Prior to the commencement of above ground works, a scheme for the storage and disposal of refuse shall be submitted to and approved in writing by the City Council as local planning authority. The details of the approved scheme shall be implemented as part of the development and shall remain in situ whilst the use or development is in operation.

Reason - In the interests of amenity and public health, pursuant to Policy DM1 in the Manchester Core Strategy.

5) The car parking hereby approved shall be laid out, demarcated and made available prior to the occupation of the residential accommodation hereby approved.

Reason - In the interests of pedestrian and highways safety and to ensure the satisfactory development of the site, pursuant to Policy DM1 in the Manchester Core Strategy.

6) Above-ground construction works shall not commence until details of the measures to be incorporated into the development to allow for the provision of electric vehicle charging points have been submitted to and approved by the City Council as Local Planning Authority.

Reason - To promote sustainable development and in the interests of residential amenity, pursuant to Policies DM1 and EN16 in the Manchester Core Strategy.

7) Above-ground construction works shall not commence until details of the measures to be incorporated into the development (or phase thereof) to demonstrate how Secured by Design accreditation will be achieved have been submitted to and approved in writing by the City Council as local planning authority. The development shall only be carried out in accordance with these approved details. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a Secured by Design accreditation.

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

8) 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 - 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 private residential purposes and to ensure the achievement of the public benefit identified pursuant to policies SP1, DM1, EN3, H1, H6 and H11 of the Manchester Core Strategy and the guidance contained within National Planning Policy Framework including section 16.

9) In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans and particulars; and paragraphs (a) and (b) below shall have effect until the expiration of 5 years from the date of the occupation of the building for its permitted use.

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

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

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

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

10) Prior to the commencement of above ground works, a detailed hard and soft landscaping treatment scheme, based on drawing no. A22-03-P-17 – Proposed Site Plan, received on 3 October 2023, shall be submitted to and approved in writing by the City Council as local planning authority. The approved scheme shall be implemented not later than 12 months from the date the buildings are first occupied. If within a period of 5 years from the date of the planting of any tree or shrub, that tree or shrub or any tree or shrub planted in replacement for it, is removed, uprooted or destroyed or dies, or becomes, in the opinion of the local planning authority, seriously damaged or defective, another tree or shrub of the same species and size as that originally planted shall be planted at the same place.

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

11) Prior to the occupation of the development hereby approved, the cycle storage facilities, as shown on drawing no. A22-03-P-06A (plans as proposed), shall be installed and thereafter maintained so long as the development is in situ.

Reason - To assist promoting the use of sustainable forms of travel, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy and the Guide to Development in Manchester SPD (2007).

12) No development shall take place, including any works of demolition, until a Construction Method Statement has been submitted to, and approved in writing by the City Council as local planning authority. The approved Statement shall be adhered to throughout the construction period. The Statement shall provide for:

- a. the designated route for construction and delivery vehicles
- b. the parking of vehicles of site operatives and visitors
- c. loading and unloading of plant and materials
- d. storage of plant and materials used in constructing the development
- e. the erection and maintenance of security hoarding including decorative displays and facilities for public viewing, where appropriate
- f. wheel washing facilities
- g. measures to control the emission of dust and dirt during construction
- h. a scheme for recycling/disposing of waste resulting from demolition and construction works
- i. hours of working

Reason - In the interest of pedestrian and highway safety and residential amenity, as specified in policies SP1 and DM1 of Manchester Core Strategy.

Informatives

1) Informative for Condition 4 - The proforma/ Waste Management Strategy must include the following information:

- a) Estimated volumes and types of waste produced by the development;
- b) Details of internal and external stores for both waste and recycling, including any plans and designs;
- c) Location of the proposed collection point and details of the route the collection vehicle will take;
- d) Details of how waste will be transferred between stores and to the collection location; and
- e) Details of number and capacity of bins proposed and collection frequency.

Refer to guidance at:

http://www.manchester.gov.uk/downloads/download/6048/waste_management_strategy

Appendix 1 – List of consultees & neighbours notified

Highway Services
Environmental Health
Neighbourhood Team Leader (Arboriculture)
Withington Civic Society

27 Cotton Hill, Manchester, M20 4XR
29 Cotton Hill, Manchester, M20 4XR
31 Cotton Hill, Manchester, M20 4XR
33 Cotton Hill, Manchester, M20 4XR
35 Cotton Hill, Manchester, M20 4XR
25 Cotton Hill, Manchester, M20 4XR
10 Cotton Lane, Manchester, M20 4UX
8 Cotton Lane, Manchester, M20 4UX
20 Cotton Lane, Manchester, M20 4UX
14 Cotton Lane, Manchester, M20 4UX
12 Cotton Lane, Manchester, M20 4UX
44 Cotton Hill, Manchester, M20 4XR
38 Cotton Hill, Manchester, M20 4XR
36 Cotton Hill, Manchester, M20 4XR
34 Cotton Hill, Manchester, M20 4XR
32 Cotton Hill, Manchester, M20 4XR
7 Henwood Road, Manchester, M20 4XQ
5 Henwood Road, Manchester, M20 4XQ
43 Henwood Road, Manchester, M20 4XQ
41 Henwood Road, Manchester, M20 4XQ
35 Henwood Road, Manchester, M20 4XQ
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17 Henwood Road, Manchester, M20 4XQ
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11 Henwood Road, Manchester, M20 4XQ
1 Henwood Road, Manchester, M20 4XQ
22 Cotton Lane, Manchester, M20 4XT
2C Cotton Lane, Manchester, M20 4UX
2B Cotton Lane, Manchester, M20 4UX
2A Cotton Lane, Manchester, M20 4UX
2D Cotton Lane, Manchester, M20 4UX
28 Cotton Hill, Manchester, M20 4XR
42 Henwood Road, Manchester, M20 4XG
6 Cotton Lane, Manchester, M20 4UX
46 Henwood Road, Manchester, M20 4XG
44 Henwood Road, Manchester, M20 4XG
24 Cotton Hill, Manchester, M20 4XR
22 Cotton Hill, Manchester, M20 4XR
18 Cotton Lane, Manchester, M20 4UX
16 Cotton Lane, Manchester, M20 4UX
4 Cotton Lane, Manchester, M20 4UX
2 Cotton Lane, Manchester, M20 4UX

15 Cotton Hill, Manchester, M20 4XR
1 Cotton Hill, Manchester, M20 4XR
26 Cotton Hill, Manchester, M20 4XR
9 Cotton Hill, Manchester, M20 4XR
7 Cotton Hill, Manchester, M20 4XR
52 Cotton Hill, Manchester, M20 4XR
50 Cotton Hill, Manchester, M20 4XR
48 Cotton Hill, Manchester, M20 4XR
46 Cotton Hill, Manchester, M20 4XR
42 Cotton Hill, Manchester, M20 4XR
40 Cotton Hill, Manchester, M20 4XR
30 Cotton Hill, Manchester, M20 4XR
3 Cotton Hill, Manchester, M20 4XR
23 Cotton Hill, Manchester, M20 4XR
21 Cotton Hill, Manchester, M20 4XR
19 Cotton Hill, Manchester, M20 4XR
17 Cotton Hill, Manchester, M20 4XR
13 Cotton Hill, Manchester, M20 4XR
11 Cotton Hill, Manchester, M20 4XR
9 Henwood Road, Manchester, M20 4XQ
39 Henwood Road, Manchester, M20 4XQ
37 Henwood Road, Manchester, M20 4XQ
27 Henwood Road, Manchester, M20 4XQ
25 Henwood Road, Manchester, M20 4XQ
19 Henwood Road, Manchester, M20 4XQ
15 Henwood Road, Manchester, M20 4XQ

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
Area Team Boundary - Name: SOUTH