

Planning

Growth & Development

Delegated officer report for planning application

Application no. 135270/FO/2022

Date registered valid: 4 November 2022

Proposal: Erection of 6 x 2 storey dwellinghouses and 3 storey building to form 31 apartments (Class C3) together with parking, access road, landscaping and boundary treatment

Address: Land Between 121-131 Levenshulme Road, Manchester, M18 7NF

Ward(s): Longsight Ward

Applicant: Mr Richard King, Jigsaw Homes North

Agent (if any): Mr Kevin Ma, TADW Architects

Case officer: Sue Wills
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Recommendation: Approve

Date of recommendation: 21st February 2023

Application details

Type of application: Full Application Consent

Development type: Largescale Major Dwellings

Standard consultations:

Printed: 6 December 2022 Expired: 27 December 2022

Neighbour notifications

Printed: 10 November 2022 Expired: 1 December 2022

Site notice

Posted: 24 November 2022 Expired: 15 December 2022

Press advert

Published: 10 November 2022 Expired: 1 December 2022

Departure from Development Plan: No

Environmental Statement: Not required

Description of site/building

The site is located in Longsight ward. The site covers 5,055sq.m and comprises secured enclosed vacant land, covered by grass with self seeded dense vegetation to the south and eastern edge of the site, with some temporary structures and two caravans located in proximity to the northern boundary of the site with no.121 Levenshulme Road. Furthermore, pallets of building materials are also scattered across the site.

The site is broadly triangular in shape, with a rail line (Manchester to New Mills) in cutting forming the north eastern boundary.

The southern boundary of the site is formed by Lowfell Walk to the west. Lowfell Walk is a pedestrian route from Levenshulme Road which provides access to two pairs of semi detached two storey cottage flats. Lowfell Walk follows the line of a culverted watercourse which emerges to the east, separating the development area from allotments to the south.

The western boundary is formed by the rear of the commercial units fronting Levenshulme Road. The short parades of shops each side of the access to this site are two storeys in height with a mixture of yards and ancillary buildings to the rear. The northern boundary comprises high concrete post and panel fencing.

Listed building: Not applicable

Conservation area: Not applicable

Tree Preservation Order: Not applicable

Description of area

The area is predominantly residential in nature, with residential dwellings to the east of the rail line, and to the south of the site. Directly to the western boundary are two parades of shops, some of which have residential accommodation above and are located to each side of the proposed access to the site.

However, Mellands Court, which is a larger scale two and three storey block of retirement housing is located diagonally opposite the site on the other side of Levenshulme Road.

Description of development

Planning permission is sought for a residential development comprising of 6 x 2 storey 2 bed dwellinghouses and a 3 storey building comprising 31 apartments (Class C3) together with parking, access road, landscaping and boundary treatment. Access to the site would be in a similar location from Levenshulme Road between nos. 121 and 131, and terminate in a turning head to the rear of no.135 Levenshulme Road. Each of the dwelling houses has an off street parking space and a secure cycle store in the rear garden area. 22 parking spaces are proposed to serve the proposed apartments (including two for disabled users).

The mix of accommodation within the proposed block of apartments would be in form of 11 two bedroom (3 person) and 20, 1 bedroom (2 person) apartments.

The proposed dwellings would be contemporary in design comprising traditional building materials in the form of brickwork, with soldier courses of brickwork forming header and cill details. The properties would have tiled roofs. Canopy features are proposed to the front entrances to the dwellinghouses.



The existing boundary treatment comprises a mix of concrete panel fencing, timber boarded fencing and metal wire fencing.

The proposed front boundary treatment to plots 1 and 2 fronting Levenshulme Road would be a 600mm high brick wall with 600mm railings above. The treatment to form the separation of rear garden areas would be 1.8m in overall height, comprising 1.5m high close boarded timber fencing set above a 300mm concrete base panel and between concrete posts, with 1.2m metal railings forming the front boundary treatments to plots 3 to 6. The separation of rear gardens overlooking car parking bays behind Plots 1 and 2 would consist of 1.8 m high boundary comprising 1.5m high 'hit and miss' timber fence infill panel on 300mm concrete base panel between concrete posts.

The rear garden boundary treatment to the railway line to the rear of the two pairs of semi-detached houses on plots 3-6 comprising Jakoustic absorptive acoustic 1.8m high close boarded timber fence panel (with min surface density 33 kg/m²) on 300mm concrete base panel between concrete posts.

The boundary fence to the north-western perimeter, part of the southern perimeter and to the rear of nos 131-133 Levenshulme Road would be a 1.8m high close boarded timber fence infill panel (with min surface density 10 kg/m²) on 300mm concrete base panel between concrete posts, with the boundary treatment to the service route to the rear of nos.135-137 Levenshulme Road, Lowfell Walk comprising 1.8m railings with planting behind. Both the 1.2m and 1.8m railing treatments would incorporate a plinth below the base rail to prevent wind blown rubbish.

The proposed tenure of the proposed dwellings would be a mix of Social rent and Rent to buy. Amenity space is being provided for dwelling houses through a private rear garden area, and with private areas of shared amenity space to the rear and adjacent to the proposed apartment blocks.

Publicity

The proposal, by virtue of the number of residential units, has been classified as a major development. As such, the proposal has been advertised in the local press (Manchester Evening News), on 10th November 2022 and site notices were displayed at locations around the application site on 24th November 2022. In addition, notification letters have been sent to local residents and businesses (total of 354) in the local area on 10th November 2022.

Consultations & Notification Responses

Local Residents and Local Businesses – No comments received

Environmental Health - Have recommended conditions are attached to any approval, relating to the submission of a Construction Management plan (to include the good practice dust control measures detailed in the submitted Omnia Air Quality assessment), hours of working during the construction period, acoustic insulation of the properties from rail and traffic noise, refuse storage, air quality and contaminated land.

Highways Services – 24.11.2023 - Originally made detailed comments, advising they had no concerns about highway safety issues within the vicinity of the site, but that if the proposed road was to be adopted the design would need to be revised, with the highway increased in width to 5.5m with 2m footways on each side. Any areas for adoption would require street lighting which would be subject to a Section 278 agreement. In addition, if any existing street lighting on Levenshulme Road would need repositioning to accommodate the new vehicle access, this would also require a S278 agreement.

They requested that TROs are in place at the new access junction and the turning head to reduce instances of inconsiderate parking and ensure that the refuse vehicle can enter/exit the site and use the turning head.

The access to be installed off Levenshulme Road should also include dropped kerbs and tactile paving. Furthermore, that a Section 278/184 agreement would be required for the alterations to the existing highways, and for construction of the proposed access and dropped kerbs on Levenshulme Road, and would require a crossing licence/agreement.

Expectations in regard to reducing the carbon footprint in regard to any highway modifications were also expressed.

They also requested that the applicant install a signalised crossing at Levenshulme Road.

In regard to parking and access, details of the parking bay dimensions were indicated, together with aisle widths, and it was advised that anything greater than a double dropped kerb would not be accepted.

Highways were satisfied with the proposed apartment parking provision.

In relation the proposed access they advised that it had been demonstrated that a 2.4m x 43m visibility splay could be achieved from the new access. Furthermore, Highways advised that Levenshulme Road has a 20mph speed limit in place and therefore the visibility splay provides a robust assessment.

Electric Vehicle Charging points (minimum 7kW) are required, with a minimum of 20% of the total apartment car parking spaces having EV Charging installed. Furthermore, it should be ensured that ducting infrastructure is installed to allow future EVC installation.

Confirmation was requested that 100% cycle parking would be in place for the apartments, and that a cycle store would be in place for each dwelling.

It was recommended that all fencing / railings adjacent to the adopted highway are visually permeable from a distance of 600mm upwards to ensure adequate visual permeability for child pedestrians, and that all gated accesses will need to provide inward opening gates to ensure they do not impact on the adopted footway or highway.

Designated refuse storage had been accommodated for each individual dwelling with kerbside collection noted from the new road. Swept Path Analysis had been undertaken and demonstrated that a large refuse vehicle can enter the site in forward gear, manoeuvre at the turning head and leave the site in forward gear. Highways were satisfied with this arrangement and considered this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

Conditions relating to the submission of a Construction Management Plan, together with conditions in regard to the provision of EVC's, cycle storage and off site highway works were recommended.

Updated comments 15.12.2022 (following planning agent response)

Comments are based on the revised plan 'Proposed Site Plan 221210/02/P18'.

- Highways will not accept anything greater than a dropped kerb within the site. This is due to safety concerns for pedestrians particular those with visual impairments.
- Confirmation that 100% parking will be in place at the apartments, and external cycle storage would be provided in the rear of each dwelling is welcomed and acceptable to Highways.
- Confirmation of the proposed rear boundary treatment for Plot 2 is noted, and is acceptable to Highways.

Updated highways comments 13th January 2023

Have noted that the that the new access road would be unadopted, and the updated plan shows a triple parking area for Plot 1 – 3. As per their previous comments, Highways advise they typically request that a dropped kerb is not greater than a double. However, they have acknowledged that the dropped kerbs are located on the unadopted highway and there are constraints on site. Therefore, in this instance Highways have advised they will accept the three dropped kerbs in this location.

Flood Risk Management - Have advised that there are new updates for peak rainfall climate change allowances in Flood risk assessments . They suggested that FRA is therefore updated accordingly , and that the drainage plan is updated. The proposed outfall is an MCC 600 dia concrete culverted watercourse. Where surface water is connected to the ordinary watercourse, agreement in principle from Manchester City Council as Lead Local Flood Authority is required. Furthermore, they advise that all new connections to the watercourses shall comply with reduction of flows to Greenfield runoff rates, and that an email of acceptance of proposed flows and/or new connection would suffice.

They recommend that conditions are attached to any approval to require that no development takes 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 . A further condition relating to the submission of details of the implementation, maintenance and management of the sustainable drainage scheme before the development is occupied is also recommended.

Details of the information required to enable the discharge these conditions has been forwarded to the planning agent.

Network Rail - has no objection in principle to the proposal, but has forwarded a set of requirements which must be met as the proposal includes works within 10m of the railway boundary and an interface with the railway boundary.

Network Rail require the submission 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 request a condition for the submission of a Risk Assessment and Method Statement is attached to any approval.

A suitable trespass proof fence to the railway is required, which must be wholly constructed and maintained within the applicant's landownership footprint, and set at least 1m from the railway boundary to ensure that Network Rail can maintain and renew its boundary treatments. They request this aspect of the development be conditioned, to ensure a trespass proof fence is installed along this boundary prior to occupation.

They further advise that the proposed development must not encroach onto Network Rail land or affect the safety, operation or integrity of the operational railway, and that any lighting scheme needs to be designed to prevent light spill onto their land.

In regard to scaffolding they seek a condition be attached to any approval for details of any scaffolding works within 10m of the railway boundary in order to safeguard the operational railway.

A further condition has been requested to require the submission of a risk assessment and method statement regarding the use of vibro-compaction machinery / piling machinery or piling and ground treatment works to be undertaken as part of the development (if proposed) due to the proximity of the development to the boundary with the rail line.

They also remind the applicant that all roads, paths or ways providing access to any part of the railway undertaker's land both temporary and permanent, must remain open and unblocked both during construction works and as a permanent arrangement.

A condition is also sought to require the submission of a demolition methodology statement (including mitigation measures) prior to any demolition works taking place, and a condition requiring the submission of details of the disposal of both surface water and foul water drainage to ensure it would be directed away from the railway before the commencement of development. Network Rail further advise that the Council must ensure that suitable arrangements are in place for the maintenance and renewal of all new/amended drainage for the life time of the development, to mitigate risk of flooding to any adjoining land.

Network Rail have also made detailed comments in regard to any excavation and earthworks near their rail line, and have requested a further condition to require the submission of full details of ground levels, earthworks and excavations to be carried out near to the railway boundary before any development commences. They have also stated that a minimum 3 metres gap is retained between the proposed buildings and structures on site and the railway boundary to maintain and renew boundary treatments.

Comments have also been made in regard to the determination 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, as 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. Furthermore, maintenance works to trains could be undertaken at night and may mean leaving the trains' motors running which could lead to increased levels of noise and vibration.

In relation to tree planting they state that 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, to prevent long term issues with leaf fall impacting the operational railway.

In order to reduce any impacts from roads, turning circles etc they request a condition to require the submission of appropriate vehicle safety protection measures along the boundary with the railway.

They also advise that Basic Asset Protection Agreement (BAPA) will need to be agreed between the developer and Network Rail, with no works to commence until agreed with Network Rail.

The detailed comments from Network Rail have been forwarded to the planning agent.

United Utilities – Have made request that the applicant provides a detailed drainage plan, prior to the determination of the scheme. Should planning permission be granted without the provision of this information they request a condition is attached to any approval to require the submission of a sustainable surface water drainage scheme and a foul water drainage scheme be submitted for consideration prior to the commencement of development. A further condition in relation to the ongoing management and maintenance regime of the sustainable drainage system.

Advice is also provided to the applicant in regard to adoption of waste water assets and their design, water and wastewater services , waste and waste water pipelines and associated infrastructure. The comments received from United Utilities have been forwarded to the planning agent for their information.

Greater Manchester Ecology Unit – 13.12.2022 - Advised that further information on reptiles and mitigation for loss of semi-natural habitats was recommended prior to determination of the application, but that issues relating nesting birds and other wildlife could be dealt with via condition.

Other Protected Species

No evidence of any other protected species was found or suspected on the site, though bats likely utilise the railway boundary for foraging and commuting. No further information or measures are required.

Nesting Birds Trees and scrub are present on the site, potential bird nesting habitat. A condition to require that no works to trees or shrubs occur between the 1st March and 31st August in any year unless a detailed bird nest survey by a suitably experienced ecologist has been carried out immediately prior to clearance and written confirmation provided that no active bird nests are present , is recommended

Hedgehog, amphibians and other mammal

The dense scrub, debris piles and dead wood on site provide high value habitat for species such as hedgehog UK Biodiversity Priority Species, common amphibians and other wildlife. A condition to require that prior to any earthworks, vegetation clearance or site clearance a reasonable avoidance measures method statement for mammals and amphibians, for both site clearance and the construction phase is recommended, which accords with the consultants recommendations.

Watercourse

A short section of a watercourse is shown on their OS map base, this appears to be a tributary of the Gore Brook that is present on historic maps, but has been mostly culverted up and downstream of this section. Whether it is still connected and flowing is unclear. Given it is being retained within a landscaped area, no further information or measures are required from an ecological perspective.

Contributing to and Enhancing the Natural Environment

Section 174 of the NPPF 2021 states that the planning policies and decisions should contribute to and enhance the natural and local environment. The development will result in the loss of the majority of what is primarily medium value habitats, with a moderate area retained as open space along the railway boundary and in the SE corner along the Brook. There will also be a loss of bird nesting habitat, cover for species such as hedgehog and loss of dead wood noted by the consultant as being of potential value for invertebrates.

Whilst mitigation for wildlife can be achieved on the site through provision of bird boxes, maintenance of permeability across the site and construction of artificial refugia for invertebrates and amphibians in the open space, they queried the adequacy of the proposed landscaping to mitigate for the loss of medium ecological value grassland and scrub, and recommended that whether or not net gain is being achieved is demonstrated through provision of DEFRA metric.

Updated comments following receipt of the Reptile Survey 09.01.2023

As anticipated no reptiles (or amphibians) were found.

Whilst the survey was late in the season, they advise that they are satisfied given the rarity of reptiles in Greater Manchester that it is very unlikely that reptiles are present. No further information or measures are required. Their other recommendations of the 13th December 2022 still apply.

Updated comments following submission of biometric information 18.01.2023

As they state the metric shows a very small net gain of 0.69%, which in terms of current planning guidance would be sufficient, but worth noting that once net gain becomes mandatory, the minimum target will be 10%. They are satisfied that the baseline habitat value is a reasonable but believe the post-development value is unlikely to be achieved because of the urban tree element of the metric, as this is reliant on a proportion of the trees achieving medium size after 30 years. The original metric where all the trees were assumed to be still small after 30 years has a 53% loss. Medium size for biodiversity net gain requires a tree to exceed 30cm diameter at breast height. This is possible for some tree species, whereas for others unless a very large standard was planted very unlikely. They advise they would therefore need to see the planting schedule species and size in order to verify that the sizes could be achieved within 30 years.

There is also a problem with the metric that inflates the root protection area for urban trees, (no fault of the consultant), as metric does not base the calculation at the lower end of the medium sized tree range which is what is all that is likely to be achieved.

Furthermore, the root protection area after 30 years has been calculated at just under 0.4ha. Given the site is only 0.5ha and post development nearly 0.3ha will be developed sealed surfaces, whilst accepting some of the root protection area will be outside the site, they argue

that this figure is not achievable on this site, and recommend that the root protection area not exceed the area of land that is not sealed surface i.e. is restricted to 0.2ha.

They are therefore of the opinion that due to the various issues listed above that it is more likely that there will be an overall loss on the site, somewhere between the – 53% and +0.69% in terms of area based habitats and probably closer to lower end.

However, they advised that they have taken on board that there could be a net gain of linear habitat, though there does appear to be a mismatch between the proposed site plan v2, and the proposed site plan used by Tyrer ecological, with the hedges not shown on the site plan drawing. They recommend this matter is clarified.

Given net gain is not yet mandatory, they state that they would be willing to count the gain in linear features against any loss of area based habitats, though once mandatory, this is likely not to be the case.

It should be noted that whilst a 53% loss appears high, this is a small site and equates to only 1.15 biodiversity units (BU) to break even, requiring 1.37BU to achieve 10% net gain. In terms of off-site compensation, current guidance from GMCA would be a financial contribution of £20,550 to achieve 10% or approximately £17,550 to achieve net gain as proposed. (£15k per unit). Other developers have concluded this is easier than trying to ensure trees grow large enough by planting extra heavy standards i.e. they have made some of the financial contribution back through use of smaller trees on site. Note the figures are based on a 53% loss and not taking in to account linear features etc.

Finally, are at present willing to take into account mitigation and enhancement for species, given BNG is not as yet mandatory. For this site mitigation for nesting birds will be required and enhancement for bats could also be provided.

In conclusion, GMEU do not accept that net gain can be achieved on site for area based habitats based on the current layout as the urban tree element is not in their opinion achievable. There will be some loss that could be mitigated through a combination of linear habitats, bird and bat boxes and a financial contribution under the current planning guidance.

Arboricultural officers – have viewed the proposals and assessed the potential impact on the trees being retained on this site and have no objection from an arboricultural perspective.

They expect there to be adequate tree protection measures in place to ensure the development does not negatively impact the trees being retained, with protective fencing with appropriate signage expected on this site. All works must be carried out in accordance with BS:5837.

The landscaping proposal is acceptable for a site of this size.

Design for Security – Have advised they support the application at this stage, but recommend that a condition to require that the development shall, where feasible, be designed and constructed in accordance with the recommendations and specification set out in sections 3 and 4 of Crime Impact Statement, ref.2022/0486/CIS/01, Version A, dated 08.10.22, and the agreed measures shall be retained and maintained thereafter.

They further advise that if permission is granted the applicant would then need to apply for the SBD accreditation and achieve either Bronze, Silver or Gold accreditation.

Legislative and Policy Context

The National Planning Policy Framework

National Planning Policy Framework (NPPF) - This Framework came into effect on 27th March 2012 and was amended and updated in February 2019 and subsequently in July 2021.

It represents key up to date national policy and is an important material consideration in determining the current application. A number of key aspects of the NPPF that impact on the considerations that need to be given to the current application are identified below.

The document states that the 'purpose of the planning system is to contribute to the achievement of sustainable development. The document clarifies that the 'objective of sustainable development can be summarised as meeting the needs of the present without compromising the ability of future generations to meet their own needs' (paragraph 7).

The purpose of the planning system is to achieve sustainable development. Paragraph 8 of the NPPF states that to achieve this, there are three overarching objectives, which need to be pursued mutually. Firstly, the economic role should contribute to sustainable development by building a strong, responsive and competitive economy and ensuring the sufficient amount of and right type of development to support growth. Secondly, the social role is required to support communities by creating a high quality built environment with accessible local services to reflect the needs of the community. Lastly, the environmental role should protect and enhance the natural, built and historic environment.

The Framework re-iterates that planning law requires that applications for planning permission must be determined in accordance with the development plan unless material considerations indicate otherwise. The statutory status of the development plan remains as the starting point for decision making.

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

Section 9 'Promoting Sustainable Transport' states that 'significant development should be focused on locations which are or can be made sustainable, through limiting the need to travel and offering a genuine choice of transport modes. This can help to reduce congestion and emissions, and improve air quality and public health' (paragraph 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 130).

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, sites of biodiversity, 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.

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.

Relevant Local Policies

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 rail services. The scheme includes the provision of cycle storage and confirmation has been received that electric charging points would be incorporated in accordance with the requirements of Building Regulations Part S. 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 a bus service and a train station within walking distance on Levenshulme Road, and would not have a significant impact on the local highway network, and would 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. Although this site does not appear to

have been developed in the past , it is bounded by existing development, and has not been identified as being open space in the open space audit.

The development will form a medium density residential scheme within an area of East Manchester that is expected to accommodate housing growth. Consideration has been given to the access and the layout of the housing along with prioritising the use of the 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 bed houses and 1, and 2 bedroom apartments. These have been designed to comply with the guidance within the Manchester Residential Quality Guidance in regard to floorspace.

Policy H4 'East Manchester' , over the lifetime of the Core Strategy , will accommodate around 30% of new residential development. Priority given to family housing, and other high value , high quality development where this can be sustained. Higher density housing will be permitted within the parts of East Manchester that fall within the Regional Centre which are adjacent to the City Centre.

The proposed development would accord with policy H4 by facilitating the delivery of a range of residential accommodation consisting of 2 bedroom family houses, and 1 and 2 bedroomed apartments.

The residential development will provide quality homes to support the economic growth of the area and redevelop an underutilised site in what is a highly sustainable location. There is a continued demand for Manchester to provide quality homes to support its economic growth and increased population. The proposed residential development will help to meet the recognised demand for high quality housing that meets the needs of the local community, including families. As such, the delivery of 37 new homes will contribute 7.76% to MCC's annual housing delivery target.

Policy H8 'Affordable Housing' states affordable housing contributions will be considered of 0.3 hectares and 15 units or more. 67.5% of the proposed residential units would be affordable but this is provided through grant funding .

An affordable housing statement has been submitted which confirms that the development would deliver 100% affordable housing. Further details will be provided in the main body of the report in this regard.

Policy EN1 'Design principles and strategic character areas'. states that all development in Manchester will be expected to follow the seven principles of urban design (character, continuity and enclosure, public realm, ease of movement, legibility, adaptability and diversity) and have regard to the strategic character area in which the development is located. The proposed development has addressed the principles set out in policy EN1 .

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 CO 2 emissions and rising fossil fuel prices. All development must follow the principles of the energy hierarchy being designed to reduce the need for energy through design and the use of energy efficient features and through the use of low or zero carbon energy generating technologies. The proposal incorporates a fabric first approach and the use of renewable technologies to enable carbon reduction within the development thereby according with the aspirations of policy EN4.

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 application is accompanied by an Energy Report advises that to meet the challenging demands associated with sustainable development, a "fabric first" approach is 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, together with the use of photovoltaic panels.

The new build dwellings are to be assessed under Part L1A (2021) of The Building Regulations (2010). The new build aspects of the site will be required to reduce their CO₂ emissions to meet Part L (2021) compliance. The specific reduction target beyond Part L 2021 for the site, is in line with Policy EN4 to EN6 of the Manchester Core Strategy to reduce the carbon dioxide emissions of predicted energy use by at least 15% over Part L 2010, a range of energy efficient measures are proposed to provide energy efficient sustainable homes to the future residents.

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.

Policy EN14 'Flood Risk' advises that proposals on sites greater than 0.5ha within critical drainage areas. In line with the risk-based sequential approach, policy EN14 seeks that development should be directed away from sites at the greatest risk of flooding, and towards sites with little or no risk of flooding; this should take account of all sources of flooding identified in the Manchester-Salford-Trafford Strategic Flood Risk Assessment (SFRA).

All new development should minimise surface water run-off, including through Sustainable Drainage Systems (SUDS) and the appropriate use of Green Infrastructure. Developers should have regard to the surface water run-off rates in the SFRA User Guide.

Manchester contains many sections of rivers which are culverted or 'hidden'; where these are indicated in the SFRA beneath the proposed development site, further investigation will be required and the development proposal should take this into account; where feasible and appropriate development should seek to open up culverted/hidden rivers to reduce the associated flood risk and danger of collapse, taking advantage of opportunities to enhance biodiversity and Green Infrastructure. The site is in Flood Zone 1 and the issue is dealt with in greater detail elsewhere in this report.

Policy EN15 'Biodiversity and Geological Conservation' states the Council will seek to maintain or enhance sites of biodiversity and geological value throughout the City, with particular consideration to sites of biodiversity value including Sites of Biological Importance (SBIs) and Local Nature Reserves (LNRs). Policy EN15 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. Measures to respond to ecological enhancement and biodiversity are considered in detail elsewhere in this report.

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

When assessing the appropriateness of locations for new development the Council will consider the impacts on air quality, alongside other plan objectives. This includes cumulative impacts, particularly in Air Quality Management Areas. The proposed works have the potential to lead to temporary impacts to air quality due to dust creation as part of the construction processes, and remediation measures to be undertaken.

It is not considered that the proposed development would compromise air quality, and measures to minimise dust from the construction process and car usage during the operational phases would be incorporated. Measures to manage air quality impacts during construction process would be fully addressed as part of the construction management plan for the site. Furthermore, the provision of secure cycle storage and the incorporation of electric vehicle charging points will contribute to reducing impacts of the proposed development to air quality during the operational phase.

Policy EN17 'Water Quality' sets out that following elements a development must consider in relation to water quality, and that in particular development should avoid any adverse impact on water quality, including during the construction phase; minimise surface water run-off, maximise the use of appropriate sustainable drainage systems, and minimise groundwater contamination; and if close to a watercourse, the development should ensure waste and litter cannot enter the watercourse. Measures to safeguard the watercourse where the culverted route emerges above ground in the south eastern corner of the site from debris would be needed to safeguard water quality. It is proposed that this aspect of the scheme is conditioned.

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. This matter is considered in detail elsewhere in this report.

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.

These matters have all been considered and assessed as part of the detailed analysis of the application. In addition to the proposal has been assessed against the Council's space standards.

As set out within the issues section of this report below, the application is considered to accord with these policies.

Saved UDP Policies

Saved UDP Policy DC26 advises that the Council intends to use the development management process to reduce the impact on people working and living in the city and will consider the effect of new development proposals that are likely to be generators of noise.

Conditions will be used to control the impacts of developments.

The application site is located within Area 9 of the UDP for the City of Manchester.

The relevant saved policy in this case within Area 9 is GO 3. Policy GO3 states that the Council will bring about environmental improvements to three sites. Site (b) - Levenshulme Road, relates to a significant proportion of the site which forming this application.

Other material policy considerations

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

The Guide to Development in Manchester - Supplementary Planning Document and Planning Guidance (SPD) was originally adopted on 11 April 2007. The document reflects and provides guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

In addition, technical guidance for developers was published in December 2015. It is composed of two documents, GD03 Environmental Protection and GD05 Planning and Noise.

These documents reflect and provide guidance on the importance of creating attractive, well-designed, well-maintained neighbourhoods. It includes a set of reasoned principles which will guide developers, designers and residents to the sort of development which is anticipated in Manchester.

Manchester Residential Quality Guidance (2016)

This is a material planning consideration in the determination of planning applications and weight should be given to this document in decision making. The purpose of the document is to outline the consideration, qualities and opportunities that will help to deliver high quality residential development as part of successful and sustainable neighbourhoods across Manchester. Above all the guidance seeks to ensure that Manchester can become a city of high-quality residential neighbourhood and a place for everyone to live.

The document outlines nine components that combine to deliver high quality residential development, and through safe, inviting neighbourhoods where people want to live. These nine components are as follows:

Make it Manchester;

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

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

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

Manchester'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 which relate to quality and function of green and blue infrastructure; its use as a component of new development; improving access and connectivity and promoting wider understanding and awareness of its benefits.

Residential Growth Strategy (2016)

The Strategy aims to ensure that there is the right quality, mix and type of housing in the right locations to meet demand and changing demographics, develop neighbourhoods of choice and improve equality amongst the City's residents in terms of housing choice, quality and affordability in order to develop strong communities.

In addition, the Strategy sets out the aim to "increase supply and density and the conurbation core on brownfield sites within the Northern and Eastern Gateways.

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

In November 2018, Manchester City Council made a series of commitments, informed by the Manchester Climate Change Agency's (MCCA) work with the world-renowned Tyndall Centre for Climate Research based at University of Manchester. The key commitments are well documented and work towards the city becoming zero carbon by 2038, significantly accelerated from the original target of 2050.

A draft Manchester Zero Carbon Framework has been developed which sets out the City's overarching approach to meeting its science-based climate change targets over the period 2020-38 and draft action plans for the period 2020-22 are being developed by the Council and other strategic organisations and sectors.

On 10 July 2019, a motion asking Manchester City Council to formally declare a climate emergency was unanimously agreed. In March 2020 the Executive adopted the Manchester Climate Change Framework 2020-2025. The five-year framework sets out measures that MCC will take in order to reduce carbon emissions from its buildings, energy use and transport.

The proposed development incorporating a fabric first approach and the use of renewable energy in the form of photovoltaics would enable the development to achieve an appropriate level of carbon reduction.

East Manchester Strategic Regeneration Framework

East Manchester Strategic Regeneration Framework's broad aim is to regenerate this area of the city. It identified the need to create sustainable communities; secure the highest standards of physical redevelopment; ensure that development was commercially viable and geared to generating and extending housing choice to a wider cross section of the community; recognising the history of East Manchester; recognising the importance of natural features and enhancing physical and visual connections .

The SRF was refreshed to create a framework for 2008-2018 and specific objectives relating to East Gorton . The site is identified as being located in an area identified as a family residential neighbourhood, and as being an area intended primarily to be high quality housing family focused in nature. The application currently under consideration has the potential to contribute to the delivery of this objective.

Other legislative requirements

For the reasons that are set out in this report the specific statutory duties concerning planning proposals affecting Conservation Areas and Listed Buildings or their settings are not engaged.

Section 149 Equality Act 2010 provides that in the exercise of all its functions the Council must have regard to the need to eliminate discrimination, advance equality of opportunity and foster good relations between person who share a relevant protected characteristic and those who do not. This includes taking steps to minimise disadvantages suffered by persons sharing a protect characteristic and to encourage that group to participate in public life. Disability is a protected characteristic.

Section 17 Crime and Disorder Act 1998 provides that in the exercise of its planning functions the Council shall have regard to the need to do all that it reasonably can to prevent crime and disorder.

Issues

Principle of Development

The principle of the proposal and the schemes contribution to regeneration, as set out in the report, is considered to accord not only with national and local planning policies but would also deliver key outcomes for the city. The provision of an additional 37 new homes would boost the supply of much needed new homes.

Whilst the principle of the development is consistent with the planning policy framework, there are detailed matters that require particular attention. This report will therefore consider the following specific policies and material considerations and determine whether any undue harm will arise as a consequence of the development.

Climate Change

How climate change is addressed is a key factor in the consideration of planning applications. The proposal and key issues, including air quality, flooding and environment standards are considered in detail in the following sections. 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.

Regeneration

Regeneration is an important planning consideration as it is the primary economic driver of the city and crucial to its longer-term economic success. This report sets out clearly how the site and this development would deliver benefits for the local area and the city.

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 proposed development would comprise a mix of social rented and rent to buy housing consisting of a mix of 31 apartments and 6 houses. The mix of accommodation would be in form of 11 two bedroom (3 person) and 20 1 bedroom (2 person) apartments and six, two bedroom dwellinghouses.

The proposal includes a mix of dwelling sizes which would support the Councils 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.

The design guidance is a material consideration in the determination of planning applications and sets out the space standards required to ensure quality in residential schemes coming forward. The design guidance is intended to provide a clear indication on what is required to deliver sustainable neighbourhoods of choice where people will want to live and also raise the quality of life across Manchester.

It is considered that the proposed development has been designed in accordance with the design guidance outlined within this document. This is outlined in more detail in the paragraphs below.

The provision of front and rear garden spaces to support place making, with private usable amenity space also provided for the future occupiers of the proposed apartments to enable opportunities for residents to benefit from outdoor living and to meet and socialise, helping to integrate the proposed development into the existing community in the local area. By including a mix of apartment and family housing types, it is considered that the development will be capable of accommodating a wide range of residents.

The site is within easy walking distance of local amenities, as well as public transport links to larger district centres and the main retail facilities in Gorton and the city centre. It is considered that the proposed apartments are an appropriate size and provide well-sized, well-designed living, sleeping and storage spaces. The shared amenity and circulation spaces have been designed in order to give a sense of place to the development.

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 application has been accompanied by an Affordable Housing Statement, which confirms 100% of the proposed housing to be developed would be affordable with 14 apartments (mix of

one and two bedrooms) identified for social rent and 17 apartments (mix of one and two bedrooms) and the 6 no two bedroom houses would be rent to buy properties. In view that the applicant is a Registered provider (Housing Association), it is proposed to condition the content of the Affordable Housing Statement to ensure deliver of the tenures and the affordable housing proposed at the site .

This proposed mix of property sizes and types are designed to ensure sustainability and assist in meeting demand and accommodation needed in the area.

The applicant has advised that the allocation of the 37 Social Rent and Rent to Buy units would be in accordance with Manchester City Councils lettings policy through Manchester Move. They state that local lettings policies have been successfully used by the Housing Association in other areas, to help reduce anti-social behaviour and contribute to achieving stable communities. Furthermore, that allocations of the rented properties will be in accordance with a Nomination Agreement with Manchester City Council. This, they expect would mean each social rented unit would initially, and at all subsequent times upon a vacancy arising, be allocated to a person who are adjudged by the Council or Registered Provider (whichever the case may be) to be in housing need in accordance with the Council's Allocations Policy, or an alternative local lettings policy, as agreed with the Council.

Siting / Layout

Policies EN1 and DM1 of the Core Strategy, along with the Guide to Development in Manchester, requires that consideration be given to layout of new developments ensuring that they respond to the surrounding context and maximise frontages with the street scene and other important features of sites.

The site is constrained by the rail line forming the north-eastern boundary , the extent of the frontage to Levenshulme Road and the broadly triangular shape of the site.

The proposed development has been designed so that the apartment block would be located within the eastern section of the site and be sited in parallel to the rail line , together with two pairs of semi-detached houses in a similar alignment, sited on the northern eastern corner of the site parallel to the rail line, and the remaining pair of semi-detached houses would front onto Levenshulme Road, following the building lines of the existing terrace of building to the north on Levenshulme Road.

The proposed two storey dwellings fronting onto Levenshulme Road have been sited in order to create a focal point at the entry to the site. The proposed siting would also enable a landscaped setting for the buildings, which helps to provide a good quality appearance to the site. The green spaces around the buildings that would provide ample amenity space for the future occupants.

The proposed apartment building would provide active ground and upper floors, achieved through window openings and Juliet balconies.

The proposed dwellinghouses have a street frontage, with small front gardens, and front boundary treatments and planting to soften the appearance in the street scene. This would also enable the maintenance of active frontages and surveillance along the proposed route within the development.

The proposed development comprises a mix of semi-detached houses, and a low- rise apartment block, which are considered to be appropriate and in character with the wider area. Bin storage can be located to the rear of the dwellings with access to enable bins to be brought to collection points on the street. Bin storage for the proposed apartment block is located in

two stores at ground level within the building accessed from the front elevation of the proposed building in proximity to the proposed highway turning head .

In line with the Residential Quality Guidance and the Guide to Development in Manchester, the new buildings and their key architectural features along with the proposed tree planting landscaping to front garden areas, would contribute positively to the street scene. Off street parking in the form of driveways to dwellinghouses in part of the site, with vehicle parking for the proposed future occupiers of the apartments being located around the turning head within the site.

The closest location to existing residential properties at an angle from the easterly cottage flats on Lowfell Walk to the side elevation of the proposed block of apartments. With this exception the front facing habitable room windows facing the rear of the parades of shops would comply with guidance on privacy distances. The potential impacts on residential amenity are discussed in more detail below, however in relation to the siting and layout of these properties, the positioning and orientation of the new properties are considered to be acceptable.

Therefore, overall, the siting and layout of the development maximises the relationship with the surrounding road network. The siting and layout provides a logical arrangement and is therefore considered to be in accordance with the development plan.

Scale / Massing

The Guide to Development in Manchester SPD advises that consideration should be given to the scale of new developments and ensure that they are informed by their context. Where buildings are of different scale to their surroundings they should be of the highest quality and be of landmark status. The scale of existing buildings in the immediate surroundings consists of a mixture of 2 and 3 storey housing.

Taking account of this context and the urban design objectives of providing appropriate scale frontage onto the surrounding street, the proposed family houses would be 2 storeys in height to compliment the scale of the existing houses around the application site and the apartment building would be 3 storeys in height at the rear of the site , running parallel to the rail line .

The taller apartment block element of the scheme has been placed away from the lower neighbouring buildings wherever possible to reduce the impact on these properties

The matter of the scale of the buildings and the potential impact on residential amenity will be considered in more detail later in this report.

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

Policy EN1 of the Core Strategy states that opportunities for good design, that enhance the overall image of the City, should be fully realised. This is reiterated within the Guide to Development in Manchester SPD along with the NPPF. It is considered that the design of the proposed development has been to adopt many of the key characteristics of the surrounding area.

As described in the Design and Access Statement, the properties have been designed to complement and enhance the existing environment.

The new homes would be contemporary in design, although would involve the use of traditional materials (brickwork and tiles) with black UPVC windows, soffits and fascias. The elevations

would have soldier courses to form headers and cills to the dwellinghouses, with feature surrounds to the front entrance to the dwellinghouses to create a focal point at the main entrance to each dwelling.

The proposed apartment block would feature dual gable features (to the front façade), with full height openings set back with 150mm deep reveals, and the use of Juliette balconies to provide modelling to the elevations.

The images in the description section of the report are the designs which would form the proposed development. The proposed materials reference themselves to the local vernacular without being a pastiche. Although the indicative colouration of the proposed materials has been shown on the visuals, it is proposed to attach a condition to require the submission of the palette of material prior to above ground works commencing.

The design and orientation of the proposed buildings, integrated landscaping would improve the assist in the delivery of a quality development on the site.

Residential Amenity

The site is bounded to the south by residential properties, and shops to the west (some of which have residential accommodation above). As this site has had limited temporary residential accommodation in the form of two caravans near to the boundary with no.121 Levenshulme Road, it is inevitable that the development would have some impacts in terms of residential amenity. This includes noise from construction and remediation of the site, and once the proposed development is operational. However, this needs to be balanced by the bring the site into productive use for residential purposes.

It is not considered the levels of noise would be to such an extent to cause unacceptable harm, particularly as the proposed accommodation would to some extent lead to the creation of a physical buffer to the rail line to the east of the site, to the benefit of the existing residential accommodation to the west of the site. Furthermore, the conditions set out in the report would enable those aspects likely to give rise to residential disamenity, to be effectively managed for the temporary period of for example, the construction works.

The distance from the side elevation of the proposed apartment block and the front elevation of existing housing to the south on Lowfell Walk would have a pinch point of 13m, but the windows would not be directly facing, and the window in the apartment block is a small secondary lounge window. As such it is not considered that this would give rise to significant impacts residential amenity from overlooking. The distances between the proposed development and the rear of the properties on Levenshulme Road accords with guidance on privacy distances.

It is acknowledged that there would be some increase in traffic, but again this would not be such that it would cause undue harm. It is acknowledged there would be some impact from site remediation works and through construction in terms of noise dust.

Ground Conditions

Policy EN18 of the Core Strategy requires that consideration should be given to potential sources of ground contamination and the effect on new developments. A Phase I Preliminary Risk Assessment is submitted in support of the planning application.

The proposed development would lead to the remediation of an undeveloped site. However, a former pond and uses in proximity to the site and may have given rise to contamination of the ground, which will need to be further explored through a Phase II site investigation, and ground water sampling. These works would need to be undertaken prior to any residential development being commenced.

An appropriately worded condition has been recommended in order to comply with policy EN18 of the Manchester Core Strategy.

Highway Related Matters

Policy T1 and T2 of the Core Strategy seeks to encourage modal shifts away from the car and locate new development that is accessible by walking, cycling and public transport. Policy DM1 goes on to state that traffic generation and road safety must be considered as part of new developments.

The Manchester Residential Quality guidance addresses the issue of car parking under the section 'Make it Practical', where it offers guidance in relation to appropriate solutions to car parking. The guidance states that for apartment schemes, there are a number of variables that will affect parking demand within a particular development. In certain scenarios, higher levels of cycle parking provision and car clubs will be appropriate. Clearly, car parking demand will also be influenced by the availability of public transport.

The Guidance then discusses recommended parking standards for different areas of the City. The guidance states that a reduced on site provision may be justified on the basis of secure cycle parking in excess of 50% provision relative to apartment numbers, and the identification of good public transport links within a short walk of the proposed development. Demonstrating that the full car parking requirement cannot be achieved via a car parking solution that is both viable and does not compromise the relationship of the new development to the street in terms of the creation of active frontages. Provision of robust research and market evidence to demonstrate that lower levels of car parking demand will be appropriate for a particular scheme.

A Transport Statement has been submitted in support of the application. The site is accessible by sustainable modes of transport. The surrounding area exhibits good levels public transport opportunities within acceptable walking distance on Levenshulme Road to a bus stop (31m) and to Ryder Brow station (110m) to the north of the site on Levenshulme Road. The site is also within a reasonable journey time to connections to the National Cycle Routes in the wider area.

Vehicular, cycle and pedestrian access to the proposed development would be from Levenshulme Road and terminate in a turning head arrangement within the site . The planning agent has confirmed that the new access road is to be unadopted.

The internal access road has been designed to accommodate waste and delivery vehicles so that they can enter the site, turn around and exit in a forward gear. The highway layout is considered appropriate with all new internal access roads maintaining a 5m carriageway width.

The request for a signalised crossing at Levenshulme Road has been considered. However, account has been taken of the Transport Statement (TS) indicates that the proposed development will generate 11 two way vehicle movements in the AM peak hour and around 10 in the PM peak hour. This equates to around 1 additional two-way vehicle movement every 5-6 minutes in both the AM and PM peak hours. The TS concludes that the proposed development is therefore not anticipated to result in a material intensification of the local highway network.

Following a review of road collision statistics, it is noted in the TS that there have been 4 recorded accidents which have occurred within the study area on Levenshulme Road, all of which were classed as slight. Furthermore, the analysis of the reported accident data in the TS does not appear to indicate a pattern of incidents or trends that would suggest any underlying cause relating to the operation of the highway that could be affected by the development proposals.

In view of the data outlined above, and taking account that the traffic calming measures have been implemented on Levenshulme Road to the railway bridge to the north of the site, and that the properties proposed to the Levenshulme Road frontage follow the existing building of the commercial properties on Levenshulme Road (which are set 7 m back from the highway), together with the proposed boundary treatment to the properties proposed to the Levenshulme Road frontage having no solid form above 600mm to safeguard sightlines, the request for a signalised crossing at Levenshulme Road is considered to be onerous in this instance.

Furthermore, the planning agent has advised there is no facility to incorporate the costs of a signalised crossing at Levenshulme Road within the contract sum and doing so would render the scheme unviable. A balance of the benefits of the delivery of 37 affordable homes therefore needs to be made taking account of the existing circumstances at the site access and the information provided within the Transport Statement.

It is acknowledged that off-site highways works are necessary to achieve the new vehicular access point. It is therefore proposed to attach a condition relating to all highways works (including any off site works), which would enable any improvements to safeguard the access and egress of vehicles from the site to be fully explored, which could include the use of Traffic Regulation Orders (TRO's).

Due to the nature of the development, a Construction Management Plan (CMP) is also requested to be submitted for this development. It has been agreed that this should be requested through the inclusion of an appropriately worded condition.

It is also proposed to attach a condition to require the submission of a detailed travel plan, as travel planning will help take advantage of the sustainable location of the application site in order to further reduce the reliance on the car to the site.

Overall, it is considered that the development would have an impact on the local highway network, however the level of impact is not considered to be severe that would warrant refusal of the planning permission. There would be adequate car and cycle provision to serve the needs of the development. 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.

Car /Cycle Parking

The development proposals include the provision of 22 parking spaces for the proposed apartment block equating to a provision of 71% (including the provision of 2 parking for use by disabled people). 3 visitor parking spaces are also proposed. Whilst this falls below 100% provision, two cycle stores are proposed at ground floor level within the apartment block which can accommodate 32 cycle spaces overall. This provision combined with the sustainable transport options in close proximity to the site, mean that the scheme is not expected to give rise to on street parking issues in the vicinity of the site. The proposed dwellinghouses have 100% off street parking provision, and would each be provided with a secure cycle store in the rear gardens. It is recommended that conditions in relation to the provision of off street parking and cycle storage are attached to any approval.

The level of parking provision is considered to be appropriate to the scale, location and nature of the development, given the accessibility to sustainable transport options.

Confirmation has been received from the planning agent that electric vehicle charging points would be provided in accordance with Building Regulations legislation Part S. Part S requires the number of associated parking spaces must be the total number of associated parking spaces, where there are fewer associated parking spaces than the number of dwellings within

the residential building. This in effect means that all parking spaces within the development would have the provision of an electric charging point. It is recommended that this aspect of the scheme is conditioned.

Heritage Impacts

The proposed development site contains no heritage assets and is not located within a Conservation Area.

Landscaping

The proposed landscaping scheme includes the planting of 23 trees in the front gardens of the proposed houses, to the perimeter of the proposed vehicular turning head, and to the boundary with the rail line to the east and to supplement the retained tree planting to the southern boundary.

In addition, native hedge planting is proposed to the boundary to the rail line, with other hedge planting alongside the proposed railing fencing to Lowfell Walk and to define the boundary between the proposed houses and the curtilage of the proposed apartment block, and to prevent access to the rear of the apartment block. Native shrub planting is also proposed to the southeastern corner of the site. With areas of bulb and shrub planting around the area of the turning head within the site.

The proposed tree planting which runs in proximity to the rail line to the east takes account of the Recommended Planting Species list produced by Network Rail.

The applicant has stated that the maintenance of individual garden areas will be the responsibility of the occupier of that property, with the maintenance of any shared garden areas and communal landscaped areas being the responsibility of the contractor during the 12 months defects period, and after this period Jigsaw Homes North. The management of the landscaped areas would be achieved through a maintenance regime of 19 visits per annum, comprising 14 evenly spaced visits between the months of April-October; and a further 5 visits, evenly spaced between November through to March (set out in the Affordable Housing Statement)

It is therefore recommended that the soft and hard landscaping treatment proposed for the development are subject to a condition to ensure implementation, and that any planting which dies or is removed within 5 years of planting is replaced.

Trees

The application is accompanied by an Arboricultural Survey. None of the trees are covered by a Tree Preservation Order and the site is not located within a Conservation Area. The existing trees to the north and north-eastern boundary (17 in total) would be retained, together with a further two trees close to the southern boundary at the eastern end of Lowfell Walk.

The existing trees include 1 category B tree 6 trees/groups of trees in Category C and 4 trees/groups in category U. The survey recommends the removal of 3 category U trees (Elderberry) and a group of Goat Willow (category C).

Of the trees to be retained the root protection zone of 3 trees and 1 group has the potential to be impacted, and the installation of tree protection fencing is proposed.

There are no significant trees proposed to be removed for this development and it is considered that the proposed losses can be mitigated for within the proposed landscaping scheme which includes the planting of 23 trees and hedging.

It is recommended that the installation of suitable protective fencing in advance of the commencement of works is undertaken in accordance with the details in the Arboricultural Survey, and that this aspect of the scheme is conditioned.

Ecology

The site comprises grass, with trees located predominantly along the boundary with the rail line and the southern boundary of the site, with a small area of hard standing, two temporary structures, palettes of building materials and two caravans.

The application is accompanied by a Preliminary Ecological Appraisal, which advises that the building on site has been categorised as offering negligible bat roosting suitability, and that no further surveys relating to bats were therefore recommended. There are a number of trees within the application site. The report states that the scattered trees on the southern boundary were too immature to offer any areas of bat roost potential, and although the trees on the eastern boundary were larger, none were observed to offer any bat roost potential. However, trees present in the immediacy should be considered highly valuable to bats in a local context in that they likely provide valuable foraging/commuting habitat.

The report, however, identifies that there are many viable nesting opportunities for smaller birds across the site. It is therefore recommended that a condition be attached to any approval to require that vegetation clearance should take place during the main bird breeding season (1st March to 31st August inclusive), unless a competent Ecologist has undertaken a careful, detailed check of vegetation for active birds' nests immediately before the vegetation is cleared.

The report also indicates that the site provides highly suitable habitat for Hedgehog and given that this species is highly adapted to urbanisation, there is a high probability that this species is present. Although no hedgehogs were seen during the survey, hedgehogs are a nocturnal species more often encountered at night, and it is therefore proposed to attach a condition to ensure Reasonable Avoidance Measures (RAMS) are implemented.

The report also suggests that the site provides a suitable environment for reptiles with the site proposed to be heavily impacted by the development works, it was recommended that further surveys be undertaken in order to determine the species as well as the way in which reptiles are using the site. A Reptile Survey report was subsequently submitted, which confirmed that no reptiles or amphibians were recorded during the survey period.

There was no evidence of badger activity identified on site.

With the conditions proposed, it is considered that the proposed development would not give rise to a significant adverse impacts to existing ecology at the site.

Biodiversity

The application is accompanied by a Biodiversity Net Gain (BNG) Assessment. The BNG Assessment confirms that following some revisions to the proposed plans, including potential enhancements and habitats being created, with an on site gain of linear units. The minor gain is achieved through the proposed hedge planting. GMEU have advised that on the basis that the metric shows a very small net gain of 0.69%, which in terms of current planning guidance would be sufficient. The planning agent has forwarded a revised landscaping plan and site layout plan which respond to the mismatch in the proposed planting raised previously by GMEU. It is therefore considered that any approval be conditioned to require the provision of bird nesting boxes/ sparrow terraces, together with bat bricks/boxes to enhance biodiversity at the site.

Noise

The application is accompanied by a noise and vibration assessment, which assesses the effects of rail and road traffic across the site and within rear gardens. The assessment found the day and night time internal noise limits are exceeded on some facades with a partially open window.

The Noise Impact Assessment has determined that mitigation measures in the form of an alternative ventilation scheme are required to ensure that the internal noise criteria are met to the proposed dwellings which would not benefit from the proposed acoustic fencing to plots nos. 3-6 (all).

The rear garden boundary treatment to the railway line to the rear of the two pairs of semidetached houses on plots 3-6 comprising Jakoustic absorptive acoustic 1.8m high close boarded timber fence panel (with min surface density 33 kg/m²) on 300mm concrete base panel between concrete posts. It is recommended that this aspect of the scheme is conditioned and required to be implemented before occupation of the dwellinghouses on plot nos. 3-6.

The site is not unusual in the context of an urban setting, and is not located on a busy radial or arterial route, but is located alongside a rail line which is located at a lower level to the site. It therefore proposed to attach a condition to require that the mitigation measures in the Noise and Vibration Impact Assessment are implemented in order to safeguard the residential amenity of the future occupiers. Furthermore, 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.

It is acknowledged there are existing residents adjacent the application site and with the proposed development and occupation there would be some impacts. However, it is not considered that this would be unusual or significant.

Flood Risk / Surface Water Drainage

The proposed development is located in Flood Zone 1, i.e. land defined as having a fluvial risk of flooding above the 1 in 1000-year event. The development would be classed as 'More Vulnerable' under the NPPF vulnerability classification due to the residential nature of the proposed development.

As the development refers to dwellings (More Vulnerable) and it is located in Flood Zone 1 according to Table 3: Flood Risk Vulnerability and flood zone compatibility (Source NPPF Technical Guide), the sequential is passed and there is no need for an exception test.

The Environment Agency and NPPF require a consideration of the impacts of climate change in Flood Risk Assessments (FRA). In February 2016, the Environment Agency updated the climate change allowances required in Flood Risk Assessments (last updated 27 May 2022); this advice updates previous climate change allowances to support the NPPF (DCLG, 2012).

The majority of the site is at a low to very low risk of surface water flooding. The levels are to be raised slightly above existing ground levels which will mitigate the risk of surface water flooding. A new drainage system will be included which will attenuate drainage up to and including the 1 in 100 year event plus climate change. Based on currently available information, the risk of surface water flooding to the proposed development is low.

There is a water course which runs within the site boundary with in the south eastern corner of the site. However, due to the watercourse being shallow in depth, the submitted Flood Risk Assessment suggests it is not possible to outfall into this location due to level restraints on site.

The proposed development would include the provision of a cellular storage tank below the parking area in the south western corner of the site, which has been designed to attenuate and include the 1 in 100 year plus 40% CC storage volume required

Following discussions with Flood Risk Management officers it has been agreed that a conditioned approach should be taken in this instance. Conditions relating to the details of surface water drainage and that the system that is put in place is managed and maintained thereafter are proposed.

Sustainability and Energy Efficiency

The application is accompanied by an Energy Report advises that to meet demands associated with sustainable development a “fabric first” approach is 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.

The development would be required to reduce its CO₂ emissions to meet Part L (2021) compliance. The specific reduction target beyond Part L 2021 for the site, is in line with Policy EN4 to EN6 of the Manchester City Council Core Strategy document to reduce the carbon dioxide emissions of predicted energy use by at least 15% over Part L 2010, a range of energy efficient measures are proposed to provide energy efficient sustainable homes to the future residents.

A range of advanced energy efficiency measures are proposed, to enable the proposed development to meet the Target Fabric Energy Efficiency (TFEE) minimum standards for the residential aspect of the development through energy efficiency measures.

The proposed development seeks to use an efficient electric heating system for space heating together with heat pump hot water cylinders and solar photovoltaic panels to the houses to achieve compliance with L1A 2021.

Due to the scale of the development, delivery of individual plots will be subject to the Future Homes Standard programme of changes to Part L of the Building Regulations which have exceeded Manchester City Council's Core Strategy Policy EN6 from June 2022. Part L 2021 will result in carbon reductions at least 31% over Part L 2013 along with significantly improved fabric performance.

Hence, the CO₂ reduction due to utilising the energy hierarchy on this development would be in line with latest national and local standards. Furthermore, on the basis the development accords with the fabric first approach detailed in the report with high levels of fabric performance and efficiency, the new homes would constitute a high sustainable standard. This would be in accordance with sustainable environmental planning policies

It is therefore proposed to attach a condition to require that the development is implemented in accordance with the Energy Report, and that a post construction review certificate is submitted within a timescale that has been agreed.

Designing out Crime

The application is accompanied by a Crime Impact Statement (CIS) by GMP Design for Security officers. The report suggests that the proposed scheme is broadly acceptable in terms of designing out crime, but recommends that access to the side/rear of the apartment building should be restricted to residents, advises that exposed gable ends of houses can generate misuse and should be avoided, and that the houses and apartment building should be built to Secured by Design standards.

The layout of the site and the buildings would enable natural passive surveillance, and monitoring of routes within the site.

The proposed dwellings have a mix of proposed 2.1m and 1.8m boundary treatment to rear garden areas, with the exception of the existing wire fencing to the boundary with the rail line which would be retained and repaired as required.

Secure cycle storage would be provided for the proposed apartments within the proposed building and in the form of a lockage storage to the rear garden of the proposed dwellinghouses.

It is recommended that a condition is attached to any approval to require that the proposed development is implemented in accordance with the recommendations within section 3.3 of the Crime Impact Statement with a requirement of the development to achieve secure by design accreditation.

Refuse Storage

The waste strategy includes the provision of bins stored in the curtilage of each dwellinghouse, for general waste, pulvable recycling, mixed recycling and for green waste. Although, there would be sufficient space and access would enable the provision of refuse storage to be accommodated in rear garden areas, this aspect of the scheme has not been confirmed. It is therefore proposed to attach a condition to confirm the finalised location of the bins storage to the proposed dwellinghouses.

The apartment block includes internal communal bin storage facilities which are located at ground floor level adjacent to the communal main entrance. 0.43m² capacity would be provided per apartment. The block has been divided into two elements for the purposes of waste storage. The calculation for the block A element (17 apartments) equates to 7.31sq.m of space being required, with 18sq.m. being provided, and with the block B element (14 apartments) equating to 6,032 sqm being needed, and 9sq.m of area is provided.

The stores would be accessed via external lockable doors using fob or digilock entry. Louvred panels and doors to the stores would provide some natural ventilation, and an extract fan would also be installed. The management company would be responsible for the regular cleaning and maintenance of the proposed bin stores. Furthermore, the housing association's management company would be responsible for placing the bins at the designated collection point and will return them to the store.

Swept Path Analysis has been undertaken and demonstrates that a large refuse vehicle can enter the site in forward gear, manoeuvre at the turning head and leave the site in forward gear. Highways are satisfied with this arrangement and consider this to be acceptable in order to prevent any obstruction to passing pedestrians on the adjacent footway.

A condition is also proposed to be attached to any approval in regard to ensuring the implementation of the refuse storage arrangements within the scheme.

Air Quality

The application is accompanied by an Air Quality Assessment which considers the potential impacts to air quality.

Potential construction phase air quality impacts from fugitive dust emissions were assessed as a result of earthworks, construction and trackout activities. It is considered that the use of good practice control measures would provide suitable mitigation for a development of this size and nature and reduce potential impacts to an acceptable level.

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 submitted assessment, however, does not assess impacts associated with the operational phase of the proposed development which could occur due to road traffic exhaust emission associated with vehicles travelling to and from the site. However, as this site is not located in a City Council designated Air Quality Management area (AQMA), and given the level of development proposed, it is not expected that the scheme would give rise to significant impacts to air quality as a result of traffic generated by the development. Furthermore, the proposed development would include the provision of electric vehicle charging infrastructure and cycle parking at the proposed dwellings. On this basis the scheme is considered to accord with the aspiration of policy EN16. It is recommended that this aspect of the development is conditioned to ensure there are no detrimental impacts to existing air quality conditions as a result of the development.

Broadband

Both BT Openreach and Virgin Media have existing fibre infrastructure in place in the locality. It is therefore anticipated that the application properties would have access to good download speeds.

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 the apartments 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 applicant has confirmed that all houses will have level access, and that the ground floor accommodation within the apartment blocks would be level. However, the lack of lift access in the apartment blocks means that no wheelchair users can visit or occupy the upper floor accommodation. This aspect of the scheme has been explored with the applicant, who has advised that the provision of lifts would render this scheme financially unviable. They go on to advise that at present, there is no company policy for the inclusion of lifts for all new build apartment scheme, due to concerns over the future maintenance and increase in service charges a lift incurs for their tenants. Furthermore, that all schemes are considered individually, dependant of feedback from their letting team and financial viability and design of the development. They have stated that they ensure that all new apartment schemes provide reasonable provision to enable most people, including wheelchair users, to approach and enter and access habitable rooms and sanitary provisions on the entrance level. Furthermore, they advise that a minimum of 5% of the total number of apartments would be required to be wheelchair accessible - visitable dwellings (pursuant to requirement M4(1) of the Building Regulations) and accessible and adaptable dwellings (optional requirement M4(2)).

Each house would be provided with a 3m x 6m parking spaces which would enable use by a disabled user. Two parking spaces to serve the proposed apartment block have also been designed to enable use by disabled people.

The planning agent has also confirmed that all the dwellinghouses, would incorporate the provision of a fused spur will be provided to allow future installation of a stair lift by the owner / Jigsaw Homes North. Furthermore, they have advised that in regard to Plots 4 and 5, provision can be made for a future knock out panel between the bathroom and double bedroom for hoist requirements, should future adaption be needed in the future.

Boundary treatment

Front boundary treatment to plots 1 and 2 fronting Levenshulme Road to be a 600mm high brick wall with 600mm railings above. The treatment to form the separation of rear garden areas would be 1.8m in overall height, comprising 1.5m high close boarded timber fencing set above a 300mm concrete base panel and between concrete posts, with 1.2m metal railings forming the front boundary treatments to plots 3 to 6. The separation of rear gardens overlooking car parking bays behind Plots 1 and 2 would consist of 1.8m high boundary comprising 1.5m high 'hit and miss' timber fence infill panel on 300mm concrete base panel between concrete posts. Concrete base panels would be fitted to allow for passage of hedgehogs. The annotation on the layout plan has been revised to refer to height of timber fence panels and concrete base panels varying to take account of this issue.

The rear garden boundary treatment to the railway line to the rear of the two pairs of semi-detached houses on plots 3-6 comprising Jakoustic absorptive acoustic 1.8m high close boarded timber fence panel (with min surface density 33 kg/m²) on 300mm concrete base panel between concrete posts.

The boundary fence to the north-western perimeter, part of the southern perimeter and to the rear of nos 131-133 Levenshulme Road would be a 1.8m high close boarded timber fence infill panel (with min surface density 10 kg/m²) on 300mm concrete base panel between concrete posts, with the boundary treatment to the service route to the rear of nos.135-137 Levenshulme Road, Lowfell Walk comprising 1.8m railings with planting behind. Both the 1.2m and 1.8m railing treatments would incorporate a plinth below the base rail to prevent wind blown rubbish.

However, finalised elevational design details of the boundary treatments annotated on the layout plan have not been provided for consideration. It is therefore proposed that this aspect of the scheme is conditioned to require submission of the details, prior to above ground works, and that the approved scheme shall be implemented in full before the dwellings are first occupied and retained as such thereafter.

Conclusion

The proposed scheme offers an opportunity to bring forward a sustainable development of housing with 100% affordable homes on a site, which has constraints. All issues have been set out in the report and addressed and this includes where necessary mitigation to ensure the schemes delivery.

Other Legislative Requirements

Equality Act 2010

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

Human Rights Act 1998 considerations

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

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

Recommendation: Approve

Article 35 Declaration

Officers have worked with the applicant / agent in a positive and proactive manner to guide the application through all stages of the planning process and resolve any issues that arose in dealing with the planning application. The original submission raised initial concerns about highways matters, biodiversity, drainage and affordable housing, these matters have been resolved and the appropriate conditions have been attached.

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

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

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

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

B958 100 rev.P1 Site Location plan

221310 03 rev. P3 Proposed Floor Plans (Houses) Sheet 1 of 2

221310 04 rev. P3 Proposed Floor Plans (Houses) Sheet 2 of 2

221310 05 rev.P4 Proposed Floor Plans (Apartments) Sheet 1 of 2

221310 06 rev. P4 Proposed Floor Plans (Apartments) Sheet 2 of 2

221310 07 rev.P4 Proposed Elevations (Houses) and Streetscene Elevation

221310 08 rev. P4 Proposed Elevations (Apartments)

Design and Access Statement dated October 2022

Topographical Survey ref: WCG 22-1743-T-1:1

Crime Impact Statement Version A 8th October 2022 ref: 2022/0486/CIS/01

Noise and Vibration Impact Assessment ref: C10764/NIA/1.0

Phase 1 Preliminary Risk Assessment and Remediation Strategy ref: LKC 22 1031 dated 16th September 2022

Drainage Strategy ref: ELL-22037-WH-L-1000

Flood Risk Assessment rev.F1

Transport Statement dated October 2022 ref: AM/220507/TS/01 rev.01

Arboricultural Report ref: PM/FULL/14/09/22

Utility Search Report dated March 2022

Preliminary Ecological Appraisal Dated April 2022 Issue 1.0

Energy Statement issue A dated 14.10.2022

Received 24th October 2022.

Waste Management Proforma received 4th November 2022.

Affordable Housing Statement rev.A received 7th December 2022;

Reptile Survey Report dated November 2022 received 19th December 2022;

Biodiversity Metric 3.1 Post Intervention 123 Levenshulme Road v1.2 and Biodiversity Net Gain Assessment dated January 2023 received 10th January 2023;

Email from agent confirming the incorporation of a litter guard /plinth below the railing type boundary treatments 'E' and 'F' received 25th January 2023 (including drawn image).

Email from agent dated 31.01.2023, confirming the provision of electric vehicle charging points in accordance with Part S of the Building Regulations (2022 update)

Landscape Proposal ref: 6990.01 rev.B and Proposed site plan ref: 02 rev. P21 received 7th February 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. Prior to the commencement of the development, a detailed construction management plan outlining working practices during development shall be submitted to and approved in writing by the local planning authority, which for the avoidance of doubt should include;

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

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

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

4. Prior to above ground works, samples and specifications of all materials to be used on all external elevations of the development shall be submitted to and approved in writing by the City

Council as local planning authority. The development shall be carried out in accordance with the agreed details.

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

5. Prior to commencement of any above ground works, full detailed designs (including specifications, and any TRO's) of all off site highways works, shall be submitted to and approved in writing by the City Council as local planning authority.

The development shall be implemented in accordance with the approved details, prior to the first residential unit being occupied.

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

6.The car parking indicated on the approved plans for the development shall 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 whilst the dwellings are occupied.

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

7.The development shall be implemented in accordance with the cycle storage arrangements on Proposed site plan ref: 02 rev. P21 received 7th February 2023(subject to the secure external cycle store containers to the rear gardens of the dwellinghouses being securely affixed to the ground) , and the cycle storage facilities shall be completed prior to the proposed residential accommodation being brought into use.

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

8. 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 those attending or employed in the development
- ii) a commitment to surveying the travel patterns of staff 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

b) Within six months of the first occupation of each phase of development (or an alternative timescale to be agreed in writing with the Local Planning Authority), 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 for that phase of development. Any Travel Plan which has been approved by the City Council as local planning authority shall be implemented in full for the development at all times when the development hereby approved is in use.

Reason - To assist promoting the use of sustainable forms of travel to the development, pursuant to policies SP1, T2 and DM1 of the Manchester Core Strategy (2012) and the Guide to Development in Manchester SPD (2007).

9. Prior to the occupation of the development, finalised details of the location and the specification of electric vehicle charging points at both the parking spaces to serve the apartments and houses approved within the development, 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 being occupied, and thereafter managed and maintained in accordance with the approved details.

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).

10. a) Before the development hereby approved commences, a report (the Preliminary Risk Assessment) to identify and evaluate all potential sources and impacts of any ground contamination, groundwater contamination and/or ground gas relevant to the site shall be submitted to and approved in writing by the City Council as local planning authority. The Preliminary Risk Assessment shall conform to City Council's current guidance document (Planning Guidance in Relation to Ground Contamination)

In the event of the Preliminary Risk Assessment identifying risks which in the written opinion of the Local Planning Authority require further investigation, the development shall not commence until a scheme for the investigation of the site and the identification of remediation measures (the Site Investigation Proposal) has been submitted to and approved in writing by the City Council as local planning authority.

The measures for investigating the site identified in the Site Investigation Proposal shall be carried out, before 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).

11. a) Before the commencement of any above ground works , a scheme for acoustically insulating the proposed residential accommodation against noise from the railway line situated to the east of the site shall be submitted to and approved in writing by the City Council as local planning authority. There may be other actual or potential sources of noise which require consideration on or near the site, including any local commercial/industrial premises such as retail shops on Levenshulme Road. The approved noise insulation and ventilation scheme shall be completed before any of the dwelling units are occupied.

Noise survey data shall include measurements taken during a rush-hour period and night time to determine the appropriate sound insulation measures necessary.

Due to the proximity of the development to the railway line it will be necessary for vibration criteria to apply which can be found in BS 6472: 2008 "Guide to evaluation of human exposure to vibration in buildings". Groundborne noise/re-radiated noise shall also be factored into the assessment and design.

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

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

12. a) The storage and disposal of refuse for the proposed apartments shall be implemented in accordance with the waste management proforma and in the locations on plan ref: Proposed site plan ref: 02 rev. P21 received 7th February 2023, and shall remain in situ whilst the use or development is in operation.

b) The finalised location of the storage of refuse for the proposed dwellinghouses shall be submitted to and approved in writing by the City Council as local planning authority.

c) The details of the approved scheme for the dwellinghouses 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 policies SP1 and DM1 of the Manchester Core Strategy (2012).

13. The development shall only be carried out in accordance with sections 3.3 in the Crime Impact Statement Version A 8th October 2022 ref: 2022/0486/CIS/01. The development hereby approved shall not be occupied or used until the Council as local planning authority has acknowledged in writing that it has received written confirmation of a secured by design accreditation for that the development.

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

14. Prior to the commencement of development a method statement and risk assessment relating to methods of working and any potential impact on existing operational railway infrastructure adjacent to the site 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 SP1 and DM1 of the Manchester Core Strategy (2012).

15. Prior to occupation of the site , and notwithstanding the boundary treatment annotation on plan ref: Proposed site plan ref: 02 rev. P21 received 7th February 2023, detailed designs of measures to prevent access to the adjacent railway cutting to the rear of the apartment block and associated 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 scheme before occupation of the apartments hereby approved.

Reason - To ensure the safety of future occupiers and to protect the adjacent railway from unauthorised access, pursuant to policies SP1 and DM1 of the Manchester Core Strategy (2012).

16. Prior to the commencement of any above ground works a method statement giving details of any scaffolding works within 10m of the boundary with the railway , together with measures to be taken to prevent construction materials from the development reaching the railway (including protective fencing) shall be submitted to and approved in writing by the City Council as local planning authority. The approved measures (including any protective fencing) to prevent any construction materials from the development reaching the railway line shall be implemented in full before development commences.

Reason - In the interests of railway safety, pursuant to SP1 and DM1 of the Manchester Core Strategy (2012).

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

Reason - To prevent any piling works and vibration from de-stabilising or impacting the railway, pursuant to SP1 and DM1 of the Manchester Core Strategy (2012).

18. With the exception of site clearance and enabling works, prior to the commencement of the development details of the disposal of both surface water and foul water drainage directed away from the railway shall be submitted to, and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

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

19. With the exception of site clearance and enabling works, prior to the commencement of the development full details of ground levels, earthworks and excavations to be carried out near to

the railway boundary shall be submitted to and approved in writing by the Local Planning Authority. The development shall be implemented in accordance with the approved details.

Reason - To prevent any of ground levels, earthworks and excavations piling from destabilising or impacting the railway, pursuant to SP1 and DM1 of the Manchester Core Strategy (2012).

20. Prior to any above ground works within 10m of the northern site boundary, 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).

21. Prior to any earthworks, vegetation clearance or site clearance, a reasonable avoidance measures method statement for mammals, for both the site clearance and the construction phase of development 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 avoidance measures.

Reason - To ensure the protection of wildlife habitats in the locality, pursuant to policy EN15 of the Manchester Core Strategy (2012) and National Planning Policy Framework.

22. With the exception of site clearance and enabling works, 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.

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

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

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

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

24. Prior to the commencement of the development (excluding demolition works), a scheme for the provision of affordable housing on the site shall be submitted for approval in writing by the City Council, as Local Planning Authority. The scheme shall comprise:

- i. the type and tenure (such tenures being consistent with the definition of affordable housing in Annex 2 of the NPPF or any definition of affordable housing that replaces it) which shall consist of 100% of the dwelling houses;
- ii. confirmation that the affordable dwellings will be made available on affordable housing terms for both first and subsequent occupiers of the affordable housing dwellings (subject to such exclusions and exemptions as may be approved by the City Council); and
- iii. the eligibility criteria to be used for determining who may occupy the affordable housing dwellings (which shall not be required to include any local connection criteria in the case of shared ownership housing).
- iv. The approved affordable housing scheme shall be implemented as part of the development and thereafter observed in perpetuity subject to the exclusions and exemptions set out in the approved affordable housing scheme.

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

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

Reason - To ensure adequate lighting within the development and to ensure full accessibility within the public realm works, and would not adversely impact on protected species pursuant to policies SP1 and policy DM1 of the Manchester Core Strategy (2012).

26. 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).

27. No removal of or works to any trees or shrubs or works to or demolition of buildings or structures that may be used by breeding birds shall take place during the main bird breeding season 1st March and 31st 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).

28. Prior to any above ground works in the development hereby approved, a scheme for delivering biodiversity enhancement at the site (including the provision of bird boxes/sparrow terraces and bat boxes/bricks) , shall be submitted to and approved in writing by the City Council as the local planning authority. The biodiversity enhancement measures shall be implemented in accordance with the approved scheme, prior to the occupation of the buildings, and retained at all times thereafter

Reason - To ensure that landscape and ecology management is adequately in place and to ensure the longevity of new planting in different areas of the site and to comply with policy EN15 of the Manchester Core Strategy (2012).

29. The landscaping scheme shall be implemented in accordance with Landscape Proposal ref: 6990.01 rev.B received 7th February 2023 .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 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).

30. In this condition "retained tree" means an existing tree, shrub or hedge which is to be as shown as retained on the approved plans specified in condition no.2 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).

31. a) The development hereby approved shall be carried out in accordance with the document titled ' Energy Statement issue A dated 14.10.2022.

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

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

32. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) no part of the residential development shall be used for any other purpose (including any other purpose in Class C3 of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class C3(a). For the avoidance of doubt, this does not preclude two unrelated people (who are not part of a single household or otherwise) sharing a property.

Reason - In the interests of residential amenity, to safeguard the character of the area and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

33. Notwithstanding the provisions of the Town and Country Planning (General Permitted Development) (England) Order 2015 (or any order revoking and re-enacting that Order with or without modification) the apartments hereby approved shall be used only as private dwellings (which description shall not include serviced apartments/apart hotels 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(a) of the Schedule to the Town and Country Planning (Use Classes) Order 1987 as amended by The Town and Country Planning (Use Classes) (Amendment) (England) Order 2010, or in any provision equivalent to that Class in any statutory instrument revoking and re-enacting that Order with or without modification) other than the purpose(s) of Class C3(a). For the avoidance of doubt, this does not preclude two unrelated people (who are not part of a single household or otherwise) sharing a property.

Reason - To safeguard the amenities of the neighbourhood by ensuring that other uses which could cause a loss of amenity such as serviced apartments/apart hotels do not commence without prior approval; to safeguard the character of the area, and to maintain the sustainability of the local community through provision of accommodation that is suitable for people living as families pursuant to policies DM1 and H11 of the Manchester Core Strategy (2012) and the guidance contained within the National Planning Policy Framework.

34. 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 dwellinghouses 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).

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

Reason - In the interests of residential amenity pursuant to policy SP1 and DM1 of the Manchester Core Strategy (2012).

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

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

37. a) The boundary treatment shall be implemented in accordance with the identified locations on the Proposed site plan ref: 02 rev. P21 and Email from agent confirming the incorporation of a litter guard /plinth below the railing type boundary treatments 'E' and 'F' received 25th January 2023 (including drawn image), (notwithstanding the treatment to the boundary treatment to the adjacent railway cutting to the rear of the apartment block and associated curtilage).

b) Finalised elevational designs of all boundary treatments annotated on the Proposed site plan ref: 02 rev. P21 shall be submitted to and approved in writing by the City Council as local planning authority, prior to above ground works.

The approved scheme shall be implemented in full before the dwellings are 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.

38. Before occupation of the dwellinghouses location on plots nos. 3,4,5 and 6 , the acoustic fencing as detailed on Proposed site plan ref: 02 rev. P21 received 7th February 2023 shall be implemented.

Reason- To secure a reduction in noise from the adjacent rail line 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.

39. With the exception of site clearance and enabling works, prior to the development hereby approved commencing on site, a method statement giving details of specific above ground measures to be taken to prevent any pollution of the water course in the south eastern section of the site , shall be submitted to and approved in writing by the City Council as local planning authority. Any excavated materials stored in temporary stockpiles should be located away from the water course to prevent contaminated water run-off and the amount of exposed ground and stockpiles minimised. The specific measures to prevent any pollution of the water course during

the construction period, hereby approved shall be implemented in full before the development commences.

Reason - To ensure the protection of water quality and wildlife habitats in the locality, pursuant to policy EN15 and EN17 of the Manchester Core Strategy (2012).

40. Notwithstanding the landscaping information submitted, a detailed maintenance programme for shared gardens and communal landscaped areas shall be submitted to in writing and approved by the local planning authority. Maintenance shall then be carried out in accordance with the approved programme.

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).

Informatives

1.Hedgehogs RAMS These should include: • limiting working hours to the daylight, • carrying out morning checks for the presence of hedgehogs and other small animals, • provisioning low angle sloping boards of approximately 300 mm wide to be placed within any excavations at the end of each working day, to facilitate a means of escape for mammals such as hedgehogs, • backfilling excavations at the end of the working day, if possible, • not leaving any bulky equipment / general construction aggregates around the development area, instead leave them on bare ground away from the risk zone

Appendix 1 – List of consultees & neighbours notified

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

26 Highgate Crescent, Manchester, M18 7FZ
19 Haxby Road, Manchester, M18 7WW
16 Haxby Road, Manchester, M18 7WW
Flat 36, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 33, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
2 Fernwood Avenue, Manchester, M18 7PY
10 Fremantle Avenue, Manchester, M18 7PZ
47 Hemsworth Road, Manchester, M18 7SE
10 Ryder Brow Road, Manchester, M18 7FX
137 Levenshulme Road, Manchester, M18 7NF
30 Lowfell Walk, Manchester, M18 7NL
14 Catskowl Close, Manchester, M18 7NH

Flat 20, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 17, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
12 Highgate Crescent, Manchester, M18 7FZ
172 Hemsworth Road, Manchester, M18 7WP
158 Hemsworth Road, Manchester, M18 7WP
156 Hemsworth Road, Manchester, M18 7WP
152 Hemsworth Road, Manchester, M18 7WP
154 Hemsworth Road, Manchester, M18 7WP
4 Fernwood Avenue, Manchester, M18 7PY
4 Unwin Avenue, Manchester, M18 7PR
2 Unwin Avenue, Manchester, M18 7PR
41 Darras Road, Manchester, M18 7PS
115 Levenshulme Road, Manchester, M18 7NF
135 Levenshulme Road, Manchester, M18 7NF
57 Hemsworth Road, Manchester, M18 7SE
3 Fremantle Avenue, Manchester, M18 7PZ
12 Glenside Avenue, Manchester, M18 7FY
35 Haxby Road, Manchester, M18 7WW
2 Lowfell Walk, Manchester, M18 7NL
257 Hemsworth Road, Manchester, M18 7NP
6 Lowfell Walk, Manchester, M18 7NL
233 Hemsworth Road, Manchester, M18 7NP
8 Catskowl Close, Manchester, M18 7NH
2 Catskowl Close, Manchester, M18 7NH
5 Catskowl Close, Manchester, M18 7NH
Flat 4, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 1, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
34 Levenshulme Road, Manchester, M18 7NN
44 Highgate Crescent, Manchester, M18 7FZ
40 Highgate Crescent, Manchester, M18 7FZ
6 Haxby Road, Manchester, M18 7WW
25 Haxby Road, Manchester, M18 7WW
31 Haxby Road, Manchester, M18 7WW
27 Haxby Road, Manchester, M18 7WW
14 Haxby Road, Manchester, M18 7WW
138 Hemsworth Road, Manchester, M18 7WP
122 Hemsworth Road, Manchester, M18 7WP
118 Hemsworth Road, Manchester, M18 7WP
16 Glenside Avenue, Manchester, M18 7FY
9 Yeadon Road, Manchester, M18 7WN
144 Hemsworth Road, Manchester, M18 7WP
12 Yeadon Road, Manchester, M18 7WN
10 Yeadon Road, Manchester, M18 7WN
5 Forber Crescent, Manchester, M18 7PU
34 Forber Crescent, Manchester, M18 7PU
8 Forber Crescent, Manchester, M18 7PU
32 Forber Crescent, Manchester, M18 7PU
29 Forber Crescent, Manchester, M18 7PU
26 Forber Crescent, Manchester, M18 7PU
21 Forber Crescent, Manchester, M18 7PU
16 Forber Crescent, Manchester, M18 7PU
11 Forber Crescent, Manchester, M18 7PU
12 Forber Crescent, Manchester, M18 7PU
92 Darras Road, Manchester, M18 7PS

49 Darras Road, Manchester, M18 7PS
47 Darras Road, Manchester, M18 7PS
80 Darras Road, Manchester, M18 7PS
2 Burnfield Road, Manchester, M18 7WE
112 Hemsworth Road, Manchester, M18 7SD
1 Burnfield Road, Manchester, M18 7NX
3 Burnfield Road, Manchester, M18 7NX
20 Southcross Road, Manchester, M18 7NW
2 Southcross Road, Manchester, M18 7NW
22 Southcross Road, Manchester, M18 7NW
16 Southcross Road, Manchester, M18 7NW
12 Southcross Road, Manchester, M18 7NW
18 Southcross Road, Manchester, M18 7NW
14 Southcross Road, Manchester, M18 7NW
10 Southcross Road, Manchester, M18 7NW
36 Forber Crescent, Manchester, M18 7PU
23 Forber Crescent, Manchester, M18 7PU
7 Yeadon Road, Manchester, M18 7WN
150 Hemsworth Road, Manchester, M18 7WP
Offices Adjacent 1A, Forber Crescent, Manchester, M18 7PU
1 Ruth Street, Manchester, M18 7DR
64 Levenshulme Road, Manchester, M18 7NN
6 Fremantle Avenue, Manchester, M18 7PZ
51 Hemsworth Road, Manchester, M18 7SE
17 Yeadon Road, Manchester, M18 7WN
243 Hemsworth Road, Manchester, M18 7NP
4 Yeadon Road, Manchester, M18 7WN
4 Lowfell Walk, Manchester, M18 7NL
255 Hemsworth Road, Manchester, M18 7NP
16 Catskowl Close, Manchester, M18 7NH
13 Catskowl Close, Manchester, M18 7NH
Flat 28, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 18, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 2, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
14 Lowfell Walk, Manchester, M18 7NL
18 Lowfell Walk, Manchester, M18 7NL
15 Haxby Road, Manchester, M18 7WW
130 Hemsworth Road, Manchester, M18 7WP
33 Forber Crescent, Manchester, M18 7PU
38 Highgate Crescent, Manchester, M18 7FZ
14 Highgate Crescent, Manchester, M18 7FZ
174 Hemsworth Road, Manchester, M18 7WP
Flat 35, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
53 Wembley Road, Manchester, M18 7PX
36 Highgate Crescent, Manchester, M18 7FZ
32 Highgate Crescent, Manchester, M18 7FZ
Flat 32, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
17 Forber Crescent, Manchester, M18 7PU
14 Forber Crescent, Manchester, M18 7PU
110 Hemsworth Road, Manchester, M18 7SD
8 Haxby Road, Manchester, M18 7WW
123 Levenshulme Road, Manchester, M18 7NF
135A Levenshulme Road, Manchester, M18 7NF
8 Glenside Avenue, Manchester, M18 7FY

15 Fremantle Avenue, Manchester, M18 7PZ
131A Levenshulme Road, Manchester, M18 7NF
131 Levenshulme Road, Manchester, M18 7NF
46 Levenshulme Road, Manchester, M18 7NN
10 Haxby Road, Manchester, M18 7WW
15 Yeadon Road, Manchester, M18 7WN
Flat 2, 133A Levenshulme Road, Manchester, M18 7NF
Flat 1, 133A Levenshulme Road, Manchester, M18 7NF
11 Fremantle Avenue, Manchester, M18 7PZ
39 Darras Road, Manchester, M18 7PS
57 Darras Road, Manchester, M18 7PS
117A Levenshulme Road, Manchester, M18 7NF
6 Southcross Road, Manchester, M18 7NW
26 Southcross Road, Manchester, M18 7NW
30 Southcross Road, Manchester, M18 7NW
104 Hemsworth Road, Manchester, M18 7SD
1 Fremantle Avenue, Manchester, M18 7PZ
117 Levenshulme Road, Manchester, M18 7NF
Flat 38, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
115A Levenshulme Road, Manchester, M18 7NF
12 Ryder Brow Road, Manchester, M18 7FX
1A Yeadon Road, Manchester, M18 7WN
121A Levenshulme Road, Manchester, M18 7NF
6 Ryder Brow Road, Manchester, M18 7FX
2 Fremantle Avenue, Manchester, M18 7PZ
3 Haxby Road, Manchester, M18 7WW
94 Darras Road, Manchester, M18 7PS
4 Catskowl Close, Manchester, M18 7NH
7 Catskowl Close, Manchester, M18 7NH
10 Glenside Avenue, Manchester, M18 7FY
14 Ryder Brow Road, Manchester, M18 7FX
63 Darras Road, Manchester, M18 7PS
51 Darras Road, Manchester, M18 7PS
1 Forber Crescent, Manchester, M18 7PU
45 Darras Road, Manchester, M18 7PS
6 Unwin Avenue, Manchester, M18 7PR
Flat 12, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 10, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 9, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 8, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 15, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 11, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 14, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 6, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 7, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
106 Hemsworth Road, Manchester, M18 7SD
108 Hemsworth Road, Manchester, M18 7SD
102 Hemsworth Road, Manchester, M18 7SD
4 Fremantle Avenue, Manchester, M18 7PZ
55 Hemsworth Road, Manchester, M18 7SE
49 Hemsworth Road, Manchester, M18 7SE
45 Hemsworth Road, Manchester, M18 7SE
43 Hemsworth Road, Manchester, M18 7SE
10 Lowfell Walk, Manchester, M18 7NL

26 Lowfell Walk, Manchester, M18 7NL
16 Lowfell Walk, Manchester, M18 7NL
32 Lowfell Walk, Manchester, M18 7NL
20 Lowfell Walk, Manchester, M18 7NL
8 Ryder Brow Road, Manchester, M18 7FX
1A Forber Crescent, Manchester, M18 7PU
Flat 37, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
128 Hemsworth Road, Manchester, M18 7WP
137A Levenshulme Road, Manchester, M18 7NF
11 Yeadon Road, Manchester, M18 7WN
1 Yeadon Road, Manchester, M18 7WN
6 Ruth Street, Manchester, M18 7DR
2 Ruth Street, Manchester, M18 7DR
4 Ruth Street, Manchester, M18 7DR
48 Levenshulme Road, Manchester, M18 7NN
52 Levenshulme Road, Manchester, M18 7NN
50 Levenshulme Road, Manchester, M18 7NN
54 Levenshulme Road, Manchester, M18 7NN
Flat 27, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 22, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
28 Highgate Crescent, Manchester, M18 7FZ
9 Haxby Road, Manchester, M18 7WW
4 Haxby Road, Manchester, M18 7WW
33 Haxby Road, Manchester, M18 7WW
23 Haxby Road, Manchester, M18 7WW
13 Haxby Road, Manchester, M18 7WW
12 Haxby Road, Manchester, M18 7WW
168 Hemsworth Road, Manchester, M18 7WP
162 Hemsworth Road, Manchester, M18 7WP
134 Hemsworth Road, Manchester, M18 7WP
2 Yeadon Road, Manchester, M18 7WN
6 Forber Crescent, Manchester, M18 7PU
20 Forber Crescent, Manchester, M18 7PU
10 Forber Crescent, Manchester, M18 7PU
78 Darras Road, Manchester, M18 7PS
76 Darras Road, Manchester, M18 7PS
59 Darras Road, Manchester, M18 7PS
8 Southcross Road, Manchester, M18 7NW
24 Southcross Road, Manchester, M18 7NW
19 Forber Crescent, Manchester, M18 7PU
140 Hemsworth Road, Manchester, M18 7WP
5 Yeadon Road, Manchester, M18 7WN
5 Ruth Street, Manchester, M18 7DR
59 Hemsworth Road, Manchester, M18 7SE
Flat 23, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 21, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 16, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
10 Highgate Crescent, Manchester, M18 7FZ
20 Glenside Avenue, Manchester, M18 7FY
7 Haxby Road, Manchester, M18 7WW
7 Forber Crescent, Manchester, M18 7PU
259 Hemsworth Road, Manchester, M18 7NP
241 Hemsworth Road, Manchester, M18 7NP
237 Hemsworth Road, Manchester, M18 7NP

24 Lowfell Walk, Manchester, M18 7NL
15 Catskowl Close, Manchester, M18 7NH
11 Catskowl Close, Manchester, M18 7NH
Flat 29, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
Flat 26, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
24 Highgate Crescent, Manchester, M18 7FZ
22 Highgate Crescent, Manchester, M18 7FZ
17 Haxby Road, Manchester, M18 7WW
166 Hemsworth Road, Manchester, M18 7WP
164 Hemsworth Road, Manchester, M18 7WP
31 Forber Crescent, Manchester, M18 7PU
6 Yeadon Road, Manchester, M18 7WN
14 Yeadon Road, Manchester, M18 7WN
Flat 34, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
18 Forber Crescent, Manchester, M18 7PU
84 Darras Road, Manchester, M18 7PS
43 Darras Road, Manchester, M18 7PS
114 Hemsworth Road, Manchester, M18 7SD
4 Southcross Road, Manchester, M18 7NW
3 Southcross Road, Manchester, M18 7NW
148 Hemsworth Road, Manchester, M18 7WP
66 Levenshulme Road, Manchester, M18 7NN
56 Levenshulme Road, Manchester, M18 7NN
14 Fremantle Avenue, Manchester, M18 7PZ
12 Fremantle Avenue, Manchester, M18 7PZ
5 Fremantle Avenue, Manchester, M18 7PZ
261 Hemsworth Road, Manchester, M18 7NP
32 Levenshulme Road, Manchester, M18 7NN
16 Highgate Crescent, Manchester, M18 7FZ
22 Forber Crescent, Manchester, M18 7PU
251 Hemsworth Road, Manchester, M18 7NP
247 Hemsworth Road, Manchester, M18 7NP
239 Hemsworth Road, Manchester, M18 7NP
8 Lowfell Walk, Manchester, M18 7NL
22 Lowfell Walk, Manchester, M18 7NL
12 Lowfell Walk, Manchester, M18 7NL
1 Catskowl Close, Manchester, M18 7NH
Flat 3, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
46 Highgate Crescent, Manchester, M18 7FZ
18 Highgate Crescent, Manchester, M18 7FZ
6 Glenside Avenue, Manchester, M18 7FY
20 Haxby Road, Manchester, M18 7WW
2 Haxby Road, Manchester, M18 7WW
160 Hemsworth Road, Manchester, M18 7WP
142 Hemsworth Road, Manchester, M18 7WP
132 Hemsworth Road, Manchester, M18 7WP
126 Hemsworth Road, Manchester, M18 7WP
3 Yeadon Road, Manchester, M18 7WN
86 Darras Road, Manchester, M18 7PS
32 Southcross Road, Manchester, M18 7NW
13 Forber Crescent, Manchester, M18 7PU
62 Levenshulme Road, Manchester, M18 7NN
8 Fremantle Avenue, Manchester, M18 7PZ
53 Hemsworth Road, Manchester, M18 7SE

10 Catskowl Close, Manchester, M18 7NH
18 Glenside Avenue, Manchester, M18 7FY
136 Hemsworth Road, Manchester, M18 7WP
16 Yeadon Road, Manchester, M18 7WN
28 Forber Crescent, Manchester, M18 7PU
41 Hemsworth Road, Manchester, M18 7SE
253 Hemsworth Road, Manchester, M18 7NP
245 Hemsworth Road, Manchester, M18 7NP
28 Lowfell Walk, Manchester, M18 7NL
9 Catskowl Close, Manchester, M18 7NH
Flat 19, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
6 Highgate Crescent, Manchester, M18 7FZ
42 Highgate Crescent, Manchester, M18 7FZ
2 Highgate Crescent, Manchester, M18 7FZ
11 Haxby Road, Manchester, M18 7WW
14 Glenside Avenue, Manchester, M18 7FY
5 Haxby Road, Manchester, M18 7WW
18 Haxby Road, Manchester, M18 7WW
170 Hemsworth Road, Manchester, M18 7WP
146 Hemsworth Road, Manchester, M18 7WP
1 Fernwood Avenue, Manchester, M18 7PY
27 Forber Crescent, Manchester, M18 7PU
24 Forber Crescent, Manchester, M18 7PU
15 Forber Crescent, Manchester, M18 7PU
88 Darras Road, Manchester, M18 7PS
119 Levenshulme Road, Manchester, M18 7NF
28 Southcross Road, Manchester, M18 7NW
1 Southcross Road, Manchester, M18 7NW
3 Ruth Street, Manchester, M18 7DR
60 Levenshulme Road, Manchester, M18 7NN
58 Levenshulme Road, Manchester, M18 7NN
7 Fremantle Avenue, Manchester, M18 7PZ
9 Fremantle Avenue, Manchester, M18 7PZ
249 Hemsworth Road, Manchester, M18 7NP
235 Hemsworth Road, Manchester, M18 7NP
Flat 30, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
29 Haxby Road, Manchester, M18 7WW
3 Fernwood Avenue, Manchester, M18 7PY
25 Forber Crescent, Manchester, M18 7PU
4 Burnfield Road, Manchester, M18 7WE
263 Hemsworth Road, Manchester, M18 7NP
12 Catskowl Close, Manchester, M18 7NH
Flat 5, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
8 Highgate Crescent, Manchester, M18 7FZ
34 Highgate Crescent, Manchester, M18 7FZ
30 Highgate Crescent, Manchester, M18 7FZ
120 Hemsworth Road, Manchester, M18 7WP
8 Yeadon Road, Manchester, M18 7WN
13 Yeadon Road, Manchester, M18 7WN
Flat 31, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
9 Forber Crescent, Manchester, M18 7PU
3 Forber Crescent, Manchester, M18 7PU
90 Darras Road, Manchester, M18 7PS
82 Darras Road, Manchester, M18 7PS

61 Darras Road, Manchester, M18 7PS
55 Darras Road, Manchester, M18 7PS
53 Darras Road, Manchester, M18 7PS
8 Unwin Avenue, Manchester, M18 7PR
133 Levenshulme Road, Manchester, M18 7NF
Flat 25, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
20 Highgate Crescent, Manchester, M18 7FZ
21 Haxby Road, Manchester, M18 7WW
124 Hemsworth Road, Manchester, M18 7WP
116 Hemsworth Road, Manchester, M18 7WP
4 Forber Crescent, Manchester, M18 7PU
30 Forber Crescent, Manchester, M18 7PU
2 Forber Crescent, Manchester, M18 7PU
231 Hemsworth Road, Manchester, M18 7NP
6 Catskowl Close, Manchester, M18 7NH
3 Catskowl Close, Manchester, M18 7NH
Flat 24, Mellands Court, 44 Levenshulme Road, Manchester, M18 7NN
4 Highgate Crescent, Manchester, M18 7FZ

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
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